ASCENT ENVIRONMENTAL

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DRAFT ENVIRONMENTAL IMPACT REPORT

Folsom Corporation Yard Sphere of Influence Amendment and Annexation

LAFCo # 01-17 SCH # 2017112020

Sacramento LAFCo

CITY OF FOLSOM
DISTINCTIVE BY NATURE

PREPARED FOR:
Sacramento LAFCo
and City of Folsom

Draft Environmental Impact Report
for the

Folsom Corporation Yard
Sphere of Influence Amendment and Annexation

State Clearinghouse No. 2017112020

LAFCo No. 01-17

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ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ACS	American Community Survey
ADT	average daily trips
af	acre-feet
af/day	acre-feet per day
AFDC	Alternative Fuels Data Center
AFV	alternative fuel vehicle
afy	acre-feet per year
B.P.	before present
BACT	best available control technology
BMP	best management plan
BTS	Bureau of Transportation Statistics
CAA	federal Clean Air Act
CAAA	federal Clean Air Act Amendments of 1990
CAAQS	California ambient air quality standards
CAFE	corporate average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	County Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
City	City of Folsom
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas

CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide-equivalent
Cortese-Knox-Hertzberg Act	Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSCGMP	County Groundwater Management Plan
CTR	California Toxics Rule
CVFPB	Central Valley Flood Protection Board
CVFPP	Central Valley Flood Protection Plan
CVP	Central Valley Project
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	federal Clean Water Act
dB	decibel
dBA	A-weighted decibel
DBH	diameter at breast height
Delta	Sacramento River–San Joaquin River Delta
diesel PM	particulate matter exhaust from diesel engines
DOE	U.S. Department of Energy
DOT	U.S. Department of Transportation
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EAP	Energy Action Plan
EIR	environmental impact report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act of 1992
EPCRA	Emergency Planning and Community Right-to-Know Act of 1986
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICAN	Federal Interagency Committee on Aviation Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FPASP	*Folsom Plan Area Specific Plan*
FTA	Federal Transit Administration
GBV	Ground-Borne Vibration
GET	Groundwater Extraction and Treatment
GHG	greenhouse gas

GPCD	gallons per capita per day
gpd	gallons per day
GPM	gallons per minute
HAP	hazardous air pollutant
Hz	hertz
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
LAFCo	Local Agency Formation Commission
LCFS	Low Carbon Fuel Standard
L_{den}	Day-Evening-Night Level
L_{dn}	Day-Night Level
L_{eq}	Equivalent Continuous Sound Level
L_{max}	Maximum Sound Level
LOS	level of service
Lxx	Percentile-Exceeded Sound Level
MBTA	Migratory Bird Treaty Act
MEIR	maximum exposed individual resident
mgd	million gallons per day
MMT	million metric tons
mPa	micro-Pascals
mpg	miles per gallon
mph	miles per hour
MPO	metropolitan planning organization
MS4	municipal separate storm sewer system
MT	metric tons
MTIP	Metropolitan Transportation Improvement Program
MTP/SCS	*Metropolitan Transportation Plan/Sustainable Communities Strategy*
MW	megawatts
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NCMWC	Natomas Mutual Water Company
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act of 1966
NHSTA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NOP	notice of preparation
NO_X	nitrogen oxides

NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
nsf	net square feet
NTR	National Toxics Rule
OEHHA	Office of Environmental Health Hazard Assessment
OHV	off-highway vehicle
OSHA	Occupational Safety and Health Administration
PM	particulate matter
PM_{10}	10 micrometers or less
PM_{10}	respirable particulate matter with aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	2.5 microns or less
$PM_{2.5}$	fine particulate matter with an aerodynamic diameter of 2.5 microns or less
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970
PPD	person per day
PPV	peak particle velocity
PQP	Public and Quasi-Public Facility
Prairie City SVRA	Prairie City State Vehicular Recreation Area
PRC	Public Resources Code
PSD	Prevention of Significant Deterioration
RCP	Representative Concentration Pathway
Regional San	Sacramento Regional County Sanitation District
RMS	root mean square
ROG	reactive organic gases
RPS	renewable portfolio standard
RT	Regional Transit
RWQCB	regional water quality control boards
SACOG	Sacramento Area Council of Governments
SANDAG	*San Diego Association of Governments*
SB	Senate Bill
SCS	Sustainable Communities Strategy
SCWA	Sacramento County Water Agency
SENL	Single Event [Impulsive] Noise Level
SFHA	Special Flood Hazard Area
SGMA	Sustainable Groundwater Management Act of 2014
SIP	state implementation plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide

SOI	sphere of influence
SOIA	Sphere of Influence Amendment
SPA	Special Planning Area
SPCC	Spill Prevention, Control, and Countermeasure
SPL	sound pressure level
SQIP	Stormwater Quality Improvement Plan
SRWTP	Sacramento Regional Wastewater Treatment Plant
SSHCP	South Sacramento Habitat Conservation Plan
SSQP	Sacramento Stormwater Quality Partnership
SUV	sport utility vehicle
SVAB	Sacramento Valley Air Basin
SVRA	State Vehicular Recreational Area
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
T-BACT	best available control technology for toxics
TCR	tribal cultural resource
TMDL	total maximum daily load
U.S. 50	U.S. Route 50
UCMP	University of California Museum of Paleontology
UDA	Urban Development Area
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
UST	underground storage tank
VdB	vibration decibels
VMT	vehicle miles traveled
WDR	waste discharge requirement
WQO	Water Quality Objective
WRCC	Western Regional Climate Center
WSA	Water Supply Assessment
WTP	Water Treatment Plant

EXECUTIVE SUMMARY

This Executive Summary is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in the State CEQA Guidelines Section 15123(a), "[a]n EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical." State CEQA Guidelines Section 15123(b) states, "[t]he summary shall identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of environmental controversy known to the Lead Agency, including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." Accordingly, this summary includes a brief synopsis of the project and project alternatives, environmental impacts and mitigation, areas of known environmental controversy, and issues to be resolved during environmental review. Table ES-1 (at the end of this section) presents the summary of potential environmental impacts, their level of significance without mitigation measures, proposed mitigation measures, and the levels of significance following the implementation of mitigation measures.

ES.1 PURPOSE AND INTENDED USES OF THIS DRAFT EIR

This draft environmental impact report (Draft EIR) has been prepared to inform decision makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed Folsom Corporation Yard Sphere of Influence Amendment (SOIA) and annexation (SOIA/annexation) (LAFCo # 01-17; State Clearinghouse # 2017112020). This document is prepared in conformance with CEQA (California Public Resources Code, Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.).

ES.2 SUMMARY OF THE PROJECT

The project is solely to facilitate the development of a new corporation yard for the City of Folsom which would be designated as Public and Quasi-Public Facility and prezoned Industrial. The project includes amending the respective Spheres of Influence (SOI) for the City of Folsom and the Sacramento Regional County Sanitation District (Regional San), amending the City's general plan, annexing an approximately 58-acre property into the City, and prezoning the site for future use as a City corporation yard. The Folsom Corporation Yard Sphere of Influence Amendment (SOIA) and Annexation project (Folsom Corporation Yard SOIA/annexation) would include a reorganization of service district boundaries, including the annexation and detachment of 57.8 acres from the following service districts:

- annexation to the City of Folsom,
- annexation to Sacramento Regional County Sanitation District,
- detachment from Sacramento Regional Solid Waste Authority,
- detachment from Sacramento Metropolitan Fire District (fire protection and emergency services),
- detachment from County Service Area No. 1 (street and highway lighting),
- detachment from County Service Area No. 10 (enhanced transportation services),
- detachment from Wilton/Cosumnes Park and Recreation Area (County Service Area 4B),
- detachment from Zone 13 of the Sacramento County Water Agency Zone 13, and
- detachment from Sloughhouse Resource Conservation District.

If the SOIA, general plan amendment, prezone, and annexation are approved, the City would purchase the property in fee title and begin more detailed planning on the design of the corporation yard. While development of a corporation yard is not part of this project, it is a likely outcome of the SOIAs, general plan

amendment, prezone, annexations, and detachments; therefore, the impacts of a reasonable development scenario are described and evaluated throughout the Draft EIR. The site would include 36.03 acres for the future corporation yard, 16.25 acres for SouthEast Connector right-of-way, and 5.12 acres to realign Scott Road. In addition, a 0.8-acre easement is included in the project but not in the SOIA/annexation area. This area would be used to provide access to Prairie City State Vehicular Recreational Area (SVRA) once the SouthEast Connector removes the current access. The parcel created through this project would be created by two separate grant deeds. The landowner will grant the property with these two deeds to the City after approval of the environmental document. Prior to the completion of the annexation, the County would provide a certificate of compliance for the remaining parcel outside of the boundaries of the two grant deeds.

The City anticipates that Scott Road would be realigned to connect to Prairie City Road and be abandoned from north of the realignment to White Rock Road.

A detailed description of the project elements is included in Chapter 2, *Project Description*, of this document.

ES.2.1 Project Setting

The project site is located at the southeast corner of Prairie City Road and White Rock Road, just west of Scott Road in Sacramento County, California. The project site is currently owned by Aerojet Rocketdyne Inc., an Ohio Corporation. The site is vacant and surrounded by mostly vacant, undeveloped land. An aggregate quarry is located to the south and Aerojet's Area 41 remediation site is to the east. The site is surrounded by barbed wire fence and no structures (other than power lines and towers) are present. There is an existing access point along White Rock Road between Prairie City Road and Scott Road. This entrance is gated with a short dirt road leading up to it; there are no access roads within the site. Several power lines and towers run through the property; however, no utilities (e.g., water, wastewater, natural gas, and electricity) are located on site. Across White Rock Road to the northeast is the southern portion of the FPASP development area.

The SOIA/annexation area for the City of Folsom Corporation Yard is currently within the jurisdiction of the County of Sacramento, just outside the City of Folsom's SOI and outside the County's Urban Services Boundary (USB). To the west, California State Parks has an off-highway motor vehicle park, Prairie City SVRA, which contains trails and tracks open to almost daily off-highway motor vehicle use. In addition, the SVRA hosts public events throughout the year which access the site from Scott Road and White Rock Road.

While the area to the north of the site is currently undeveloped, it is within the FPASP area and is currently planned for a variety of uses, including open space, residential, commercial, and other uses.

ES.2.2 Project Objectives

Sacramento LAFCo and the City of Folsom have identified the following project objectives:

- amend the SOI boundary beyond the existing Folsom city limits to accommodate a municipal corporation yard use compatible with the City of Folsom and Sacramento County policies;
- implement the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 consistent with public service conditions present or reasonably foreseeable in the Folsom Corporation Yard SOIA/annexation area;
- establish an expanded SOI and city boundary for the City of Folsom that will provide a new corporation yard site and facilitate the protection of important environmental, cultural, and agricultural resources;
- provide a location within city boundaries to develop a consolidated corporation yard to improve operating efficiencies, minimize duplication of material and equipment, minimize unproductive travel time between

sites, improve staff coordination and supervision, minimize land use conflicts, and improve overall site security; and

- provide a new corporation yard site which would remove current corporation yard uses from the City's Historic District and other locations where land use conflicts are present.

ES.3 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. This Draft EIR evaluates impacts to environmental resources that could result from implementation of the Folsom Corporation Yard SOIA/annexation and discusses mitigation measures that could be implemented by Sacramento LAFCo and the City of Folsom to reduce potential adverse impacts to a level that is considered less than significant. The impacts and mitigation measures are identified Chapter 3, *Environmental Impacts and Mitigation Measures*, and are summarized in Table ES-1 at the end of this chapter. Chapter 4, *Cumulative Impacts*, provides a discussion of cumulative impacts. The mitigation measures presented in this Draft EIR will form the basis of the Mitigation Monitoring and Reporting Program.

ES.3.1 Significant and Unavoidable Adverse Impacts

An impact that remains significant after mitigation is considered an unavoidable adverse impact of the project. Implementation of the project would result in significant and unavoidable impacts in the following resource areas:

- Aesthetics (Section 3.1)
- Agriculture and Forestry Resources (Section 3.2)
- Biological Resources (Section 3.4)
- Energy (Section 3.6)
- Noise and Vibration (Section 3.10)

ES.4 SUMMARY OF PROJECT ALTERNATIVES

Pursuant to Section 15126.6(c) of the State CEQA Guidelines, this Draft EIR includes a reasonable range of alternatives to the project that meet most of the objectives of the project and avoid or substantially lessen the identified likely environmental impacts. The following summary describes the alternative to the project that is evaluated in this Draft EIR. As described in Chapter 5, *Project Alternatives,* there were no other feasible alternatives to the project. For further discussion, refer to Chapter 5, *Project Alternatives.*

- **Alternative 1: No Project** – This alternative would consist of not approving the Folsom Corporation Yard SOIA, annexation, or changes to land use/zoning designations. The SOIA/annexation area would remain under the jurisdiction of Sacramento County with no changes to the current General Agriculture 80 land use designation and Special Planning Area zoning.

As discussed in Chapter 5, *Project Alternatives*, the No Project Alternative is considered the environmentally superior alternative because it reduces several impacts associated with the project. However, it would not meet the project objectives and, as described in Section 5.3, *Alternatives Dismissed from Detailed Evaluation,* there are no other feasible alternatives to the project.

ES.5 AREAS OF POTENTIAL CONTROVERSY

Section 15123 of the State CEQA Guidelines requires the summary section of a Draft EIR to identify areas of controversy known to the lead agency, including issues raised by agencies and the public. The following provides a summary of issues raised through scoping and comments on the Notice of Preparation that could be considered controversial. The comment letters received on the Notice of Preparation are included in Appendix A of this document.

- Adequate availability of potable water
- Water and sewer service to the site
- Aesthetics
- Native American consultation
- Impacts on nearby roadways
- Biological resources

The Draft EIR addresses the above issues to the extent that substantial evidence permits, and to the extent that the issue is an environmental issue. However, it does not address impacts that are speculative and not reasonably foreseeable. All the substantive environmental issues raised in the NOP comment letters have been addressed in this Draft EIR.

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.1 Aesthetics			
Impact 3.1-1: Substantially adversely affect a scenic vista. The project would reduce the barriers preventing future development of the site, which could lead to the construction of a corporation yard within the viewshed of Scott Road and a rerouting of Scott Road. Because this would alter lands within a scenic vista in a locally designated scenic corridor, this impact would be significant.	S	**Mitigation Measure 3.1-1: Design future corporation yard to soften visual impact.** At the time the City proceeds with development of the site, the City will coordinate with Sacramento County to review design plans to ensure that appropriate landscaping and other best management practices (natural or naturally-colored building materials, berms, trees, attractive fencing, etc.) that can screen and soften views of corporation yard development to travelers along Scott Road to the degree feasible. At a minimum, the City will demonstrate how design measures were considered and determined to be feasible/infeasible based onsite conditions.	SU
Impact 3.1-2: Substantially degrade the existing visual character or quality of the site and its surroundings. The project would change the existing views on the site from open space grasslands to a more industrial setting. Future construction onsite would cause the removal of grasslands and of trees and introduce urban development in an area which is generally natural and could degrade the visual character or quality of the site. This impact would be potentially significant.	PS	Implement Mitigation Measure 3.1-1.	SU
Impact 3.1-3: Create new source of light or glare. The project would lead to the construction of urban buildings on the site. While the City has a policy reduce light and glare impacts offsite, no specific measures are included that would ensure lighting from the site would not trespass to offsite areas and adversely affect travelers and future neighbors of approved developments. This impact would be potentially significant.	PS	**Mitigation Measure 3.1-3a: Conform to Construction Lighting Standards.** The City shall limit construction to daylight hours to the extent possible. If nighttime lighting or construction is necessary, the City shall ensure that unshielded lights, reflectors, or spotlights would not be directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, the City shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts. **Mitigation Measure 3.1-3b: Design development to reduce lighting and glare.** The City shall design the lighting at the project site to include the following minimum requirements: ◢ outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties; and ◢ flood or spot lamps installed shall be aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any offsite residential property or public roadway.	SU

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.2 Agriculture and Forestry Resources			
Impact 3.2-1: Conversion of farmland into non-agricultural uses. The project site is categorized as farmland and the conversion of this land to a nonagricultural use would be considered a significant impact.	S	**Mitigation Measure 3.2-1: Farmland preservation.** Consistent with Sacramento County General Plan Policy AG-5, the City will provide in-kind or similar resource value protection for land similar to the project site. This protection may consist of the establishment of farmland easements, or other similar mechanism and shall be implemented prior to issuance of the first grading permit for development.	SU
3.3 Air Quality			
Impact 3.3-1: Construction emissions of criteria air pollutants and ozone precursors. Construction-related activities from a future corporation yard would result in emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from site preparation (e.g., excavation, clearing), off-road equipment, material and equipment delivery trips, and worker commute trips, and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings). Construction activities would not result in mass emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ that would exceed SMAQMD's thresholds of significance. Therefore, construction-generated emissions would not contribute to the existing nonattainment status of the SVAB for ozone and PM. This impact would be less than significant.	LTS	None required.	LTS
Impact 3.3-2: Long-term operational emissions of air pollutants. Implementation of a future corporation yard would not result in long-term operational emissions of ROG, NO_X, and PM_{10} that exceed SMAQMD's thresholds of significance (65 lb/day for ROG, 65 lb/day for NO_X, 80 lb/day and 14.6 tons/year for PM_{10}). Therefore, operation-generated emissions would not conflict with the air quality planning efforts and contribute substantially to the nonattainment status of SVAB with respect to ozone and PM_{10}. This impact would be less than significant.	LTS	None required.	LTS
Impact 3.3-3: Mobile-source CO concentrations. Long-term operation-related local mobile-source emissions of CO generated by the development a future corporation yard would not violate a standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations. As a result, this impact would be less than significant.	LTS	None required.	LTS
Impact 3.3-4: Exposure of sensitive receptors to TACs. Construction- and operation-related emissions of TACs associated with the implementation of a future corporation yard would result an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors. Therefore, this impact would	S	**Mitigation Measure 3.3-1: Incorporate design features to minimize exposure of sensitive receptors to TACs.** Prior to construction, the City of Folsom will implement the following measures to address TAC exposure: <u>Construction</u>	LTS

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
be potentially significant.		◢ Enforce idling time restrictions for construction vehicles; ◢ Require construction vehicles to operate with the highest tier engines commercially available; and ◢ Increase use of electric and renewable fuel-powered construction equipment. <u>Operation</u> ◢ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and ◢ Signs shall be posted at all truck loading areas which indicate that diesel powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions of diesel PM.	
Impact 3.3-5: Exposure of sensitive receptors to odors. A future corporation yard would introduce new odor sources into the area (e.g., temporary diesel exhaust emissions during construction and heavy-duty trucks associated with industrial land use). Construction and long-term operation of a future corporation yard would not result in the exposure of sensitive receptors to excessive odors. Therefore, this impact would be less than significant.	LTS	None required.	LTS
3.4 Biological Resources			
Impact 3.4-1: Disturbance to or loss of special-status plant species and habitat. Future development of the SOIA/annexation area could result in the disturbance or loss of several special-status plant species. Because the loss of special-status plants could substantially affect the abundance, distribution, and viability of local and regional populations of these species, this would be a potentially significant impact.	PS	**Mitigation Measure 3.4-1: Protection and mitigation of special-status plants.** Prior to breaking ground within the SOIA/annexation area, the City of Folsom shall impose the following conditions: ◢ Prior to construction and during the blooming period for the special-status plant species with potential to occur in the project site, a qualified botanist shall conduct protocol-level surveys for special-status plants in areas where potentially suitable habitat would be removed or disturbed by project activities. Table 3.4-4 summarizes the normal blooming periods for special-status plant species with potential to occur on the project site, which generally indicates the optimal survey periods when the species are most identifiable. ◢ If no special-status plants are found, the botanist shall document the findings in a letter report to USFWS, CDFW, and the project applicant and no further mitigation shall be required.	LTS

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		◢ If special-status plant species are found on the project site and are located outside of the permanent footprint of any proposed structures/site features and can be avoided, the project applicant will establish and maintain a 40-foot protective buffer around special-status plants to be retained. ◢ If special-status plant species are found that cannot be avoided during construction, the applicant shall consult with CDFW and/or USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts that could occur because of project construction and shall implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite populations on mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated. ◢ If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements. ◢ Success criteria for preserved and compensatory populations shall include: ◤ The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat. ◤ Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when: – plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; and – reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity. ◤ If offsite mitigation includes dedication of conservation easements, purchase of mitigation credits, or other offsite conservation measures, the details of these measures shall be included in the mitigation plan, including information on	

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations.	
Impact 3.4-2: Disturbance to or loss of special-status wildlife species and habitat. Future development of the proposed SOIA/annexation area could adversely affect several special-status wildlife species, including amphibians, nesting birds, mammals, and invertebrates. Future development activities such as ground disturbance and vegetation removal, as well as overall conversion of habitat to urban uses, could result in the disturbance or loss of individuals and reduced breeding productivity of these species. Special-status wildlife species are protected under ESA, CESA, California Fish and Game Code, CEQA, or other regulations. The loss of special-status wildlife species and their habitat would be a potentially significant impact.	PS	Mitigation Measure 3.4-2a: Avoidance and protection of spadefoot toad. The City of Folsom shall impose the following conditions prior to, and during, construction: ◢ For work conducted during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist shall survey the project site (including access roads) within 48 hours prior to initiation of construction activities. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and further mitigation shall not be required. ◢ If western spadefoot toad is found within the project site, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures. When feasible, there will be a 50-foot no-disturbance buffer around burrows that provide suitable upland habitat for western spadefoot toad. Burrows considered suitable for spadefoot will be identified by a qualified biologist. The biologist will delineate and mark the no-disturbance buffer. ◢ If a 50-foot no-disturbance buffer is not feasible, then other mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations. ◢ Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction activities. The training will describe special-status wildlife and habitats, and applicable measures designed to minimize disturbance to these species.	LTS
	PS	**Mitigation Measure 3.4-2b: Protection of burrowing owl.** The City of Folsom shall impose the following conditions prior to, and during, construction: ◢ The applicant shall retain a qualified biologist to conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 1,500 feet of the project site. Surveys shall be conducted prior to the start of construction activities and in accordance with Appendix D of CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). ◢ If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW and no further mitigation would be required.	LTS

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		◢ If an active burrow is found during the nonbreeding season (September 1 through January 31), the applicant shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of CDFW's 2012 Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project's burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a plan for creation, maintenance, and monitoring of artificial burrows in suitable habitat proximate to the burrows to be destroyed, that provide substitute burrows for displaced owls. ◢ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and will be provided with a 150- to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level disturbance as outlined in the CDFW Staff Report (CDFW 2012). The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented to prevent burrowing owls from being detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW's 2012 Staff Report. ◢ If active burrowing owl nests are found on the site and are destroyed by project implementation, the project applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts to nesting, occupied and satellite burrows, and burrowing owl habitat shall be mitigated such that habitat acreage, number of burrows, and burrowing owls adversely affected are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards: ◢ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls,	

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		and relative importance of the habitat to the species range wide. ◢ If feasible, mitigation lands shall be provided adjacent or proximate to the site so that displaced owls can relocate with reduced risk of take. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity. ◢ If suitable habitat is not available for conservation adjacent or proximate to the project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW. ◢ If mitigation is not available through an approved mitigation bank and will be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.	
	PS	**Mitigation Measure 3.4-2c: Protection measures for nesting raptors.** The City of Folsom shall impose the following conditions prior to, and during, construction: The following measures will be implemented and are intended to avoid and minimize impacts to nesting raptors including Swainson's hawk: ◢ For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson's hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15. ◢ For construction activities that would occur within 0.5 mile of a likely Swainson's hawk nest site, the project applicant shall attempt to initiate construction activities prior to nest initiation phase (i.e., before March 1). Depending on the timing, regularity, and	LTS

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		intensity of construction activity, construction in the area prior to nest initiation may discourage a Swainson's hawk pair from using that site and eliminate the need to implement further nest-protection measures, such as buffers and limited construction operating periods around active nests. Other measures to deter establishment of nests (e.g., reflective striping or decoys) may be used prior to the breeding season in areas planned for active construction. However, if breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities. ◢ Impacts to nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson's hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest. ◢ Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.	
	PS	**Mitigation Measure 3.4-2d: Mitigation for loss of Swainson's hawk foraging habitat.** The City of Folsom shall impose the following conditions prior to, and during, construction: To mitigate for the loss of approximately 41.5 acres of suitable Swainson's hawk foraging habitat, the project applicant shall implement a Swainson's hawk mitigation plan consistent with the Sacramento County Swainson's Hawk Ordinance, including but not limited to the requirements described below: ◢ Prior to any site disturbance, such as clearing or grubbing, the issuance of any permits for grading, building, or other site improvements, or recordation of a final map, whichever occurs first, the project applicant shall acquire suitable Swainson's hawk foraging habitat as determined by CDFW and approved by the County. ◢ The project applicant shall preserve through conservation easement(s) or fee title one	SU

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		acre of similar habitat for each acre affected. ◢ The project applicant shall transfer said easement(s) or title to the County, CDFW, and a third-party conservation organization as acceptable to the County and CDFW. The County may, at its discretion, waive the requirement for a third-party conservation organization to be party to the easement or fee title. Such third-party conservation organizations shall be characterized by non-profit 5019(c)(3) status with the Internal Revenue Service and be acceptable to both the County and CDFW.	
	PS	**Mitigation 3.4-2e: Protection measures for American badger.** The City of Folsom shall impose the following conditions prior to, and during, construction: This mitigation measure applies to projects or ground-disturbing activities with potential to disturb suitable habitat for American badger. Prior to construction activities within suitable habitat for American badger (e.g., annual grassland), a qualified wildlife biologist shall conduct surveys to identify any American badger burrows/dens. These surveys shall be conducted not more than 15 days prior to the start of construction. If occupied burrows are not found, further mitigation will be not required. If occupied burrows are found, impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction-related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week to track the status of the den and to determine when a den area has been cleared for construction.	LTS
	PS	**Mitigation Measure 3.4-2f: Mitigation for aquatic invertebrates; vernal pool fairy shrimp and vernal pool tadpole shrimp.** The City of Folsom shall impose the following conditions prior to, and during, construction: ◢ This mitigation measure applies to projects or ground-disturbing activities with potential to disturb habitat for vernal pool crustaceans; it incorporates the conservation measures from the USFWS Programmatic Biological Opinion (USFWS 1996) that provide for both habitat preservation and habitat creation for vernal pool fairy shrimp and vernal pool tadpole shrimp. ◢ Because suitable wetland or vernal pool habitat is known to occur on the project site (see Mitigation Measure 3.4-3), the project applicant shall implement the following measures to minimize and compensate for loss of vernal pool fairy shrimp and vernal pool tadpole shrimp. ◢ Habitat Preservation: The applicant, in consultation with USFWS, shall compensate for	LTS

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 2:1, by purchasing vernal pool preservation credits from a USFWS-approved conservation bank. Compensation credits shall be purchased prior to any ground-disturbing activities. ◢ Habitat Creation: The applicant shall compensate for the direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 1:1, by purchasing vernal pool creation credits from a USFWS-approved conservation bank. ◢ Mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat. ◢ For seasonal wetlands and drainages that shall be retained on the site (i.e., those not proposed to be filled), a minimum setback of at least 50 feet from these features will be avoided on the project site. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities, and shall be maintained for the duration of construction activities. ◢ A worker environmental awareness training shall be conducted to inform onsite construction personnel regarding the potential presence of listed species and the importance of avoiding impacts to these species and their habitat. ◢ The applicant shall secure any necessary take authorization prior to project construction through formal consultation between USACE and USFWS pursuant to Section 7 of the ESA, and shall implement all measures included in the Biological Opinion issued by USFWS.	
Impact 3.4-3: Disturbance and loss of wetlands, other waters of the United States, and waters of the state. Seasonal wetlands, intermittent drainages, and vernal pools are present within the SOIA/annexation area. Future land use changes and development would result in conversion of wetland habitat to urban uses. Loss or degradation of wetland or vernal pool habitat would be a potentially significant impact.	PS	**Mitigation Measure 3.4-3: Wetlands, other waters of the U.S., and waters of the state.** The City of Folsom shall impose the following conditions prior to, and during, construction: ◢ Wetlands and vernal pools are of special concern to resource agencies and are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. The project applicant shall retain a qualified biologist to conduct an updated delineation of waters of the United States or state, including wetlands that would be affected by the project, through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States or state would result from implementation of the project, authorization for such fill shall be secured from USACE through the 404 permitting process. Any	LTS

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Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		waters of the United States that would be affected by project development shall be replaced or restored on a "no-net-loss" basis in accordance with USACE mitigation guidelines (or the applicable USACE guidelines in place at the time of construction). In association with the Section 404 permit (if applicable) and prior to the issuance of any grading permit, Section 401 Water Quality Certification from the RWQCB shall be obtained. ◢ If it is determined that waters subject to jurisdiction by CDFW are present within the project site following the delineation of waters of the United States and state, and that site development would affect the bed, bank, or channel, a Streambed Alteration Notification will be submitted to CDFW, pursuant to Section 1600 et seq. of the California Fish and Game Code. If proposed activities are determined to be subject to CDFW jurisdiction, the project proponent will abide by the conditions of any executed agreement prior to the issuance of a grading permit. Several aquatic features on site, including intermittent streams, would likely fall under the jurisdiction of CDFW.	
Impact 3.4-4: Conflict with City of Folsom Tree Preservation Ordinance. A large valley oak tree that would qualify as a "heritage tree" under the City of Folsom Tree Preservation Ordinance is present within the northeastern corner of the property. Removal of this tree could result in a conflict with this ordinance and would be a potentially significant impact. However, future development of the SOIA/annexation area does not include plans to remove the tree. Because the one "heritage tree" within the SOIA/annexation area would not be removed under the project, impacts would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.4-5: Interference with resident or migratory wildlife corridors or native wildlife nursery sites. Future land use changes and development within the SOIA/annexation area would result in loss of grassland and wetland habitats but would not substantially impede wildlife movement because the project site is relatively small, and near existing urban development. The project site does not contain any native wildlife nursery sites. Impacts to movement corridors and habitat connectivity for these species would be less than significant.	LTS	No mitigation is required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.5 Cultural and Tribal Cultural Resources			
Impact 3.5-1: Cause substantial adverse change to a historical resource. The cultural resources inventory revealed one, non-archaeological historical resource on the project site, P-34-1555. Minor alterations to the road would not affect its NRHP-eligibility; therefore, the impact to non-archaeological historic resources would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.5-2: Cause substantial adverse change to a unique archaeological resource. Based on the results of the cultural resources report, there are two archaeological resources within the project site that have been evaluated as eligible for the NRHP, P-34-2190/2193 and P-34-335. There are no known prehistoric-era archaeological sites within the SOIA/annexation area. Future development of the site could impact known archaeological resources and ground-disturbing activities from future corporation yard development could also result in discovery or damage of as yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. This would be a potentially significant impact.	PS	**Mitigation Measure 3.5-2a. Minimize impacts to the Prairie House and refuse pit.** The potentially significant impact to the Prairie House and refuse pit site may be mitigated in several ways. ◢ During future project planning, the site shall be avoided entirely. While the site has been partially excavated, additional surveys would be needed to ensure proper site boundaries so that future grading and development would not affect the site. ◢ If the site cannot be avoided, then the site may be capped. The site shall be covered with layer(s) of chemically compatible soil prior to construction of any physical structures or other improvements. ◢ If avoidance, including capping, is not feasible, then the site shall be mitigated through data recovery excavation. Much of the known area in which the Prairie House and Refuse Pit site is located is within the right-of-way for the future SouthEast Connector. Depending on whether the future corporation yard is built before the SouthEast Connector, either the SouthEast Connector JPA or the City of Folsom may be required to mitigate the site. The two entities shall negotiate appropriate cost-sharing for the mitigation if the site cannot be avoided or capped. **Mitigation Measure 3.5-2b. Impacts to previously unknown archaeological materials.** In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can access the significance of the find. If a prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, and a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources and, if completed avoidance is not possible, follow	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project site (the NCIC).	
Impact 3.5-3: Accidental discovery of human remains. Although unlikely, construction and excavation activities associated with future development of the SOIA/annexation area could unearth previously undiscovered or unrecorded human remains, if they are present. Compliance with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097 in the event that human remains are found would make this impact less than significant.	LTS	No mitigation is required.	LTS
Impact 3.5-4: Disturb a unique paleontological resource. The project site is underlain with metamorphic rock and Mesozoic granite, which have a low paleontological potential. No paleontological resources are known to occur within the project site or a one-mile radius of the site. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.5-6: Cause substantial adverse change to a tribal cultural resource. Tribal consultation pursuant to AB 52 did not identify TCRs within the project area. Therefore, there would be no impact.	NI	No mitigation is required.	LTS
3.6 Energy			
Impact 3.6-1: Wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation. Development of the future corporation yard would increase electricity and natural gas consumption at the site relative to existing conditions. Thus, this impact would be potentially significant.	PS	Implement Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures.	LTS
Impact 3.6-2: Demand for energy services and facilities. Electrical and natural gas infrastructure would need to be extended by SMUD and PG&E to meet the energy needs of the development of the future corporation yard. If determined to be necessary, offsite improvements to electrical and natural gas facilities would be the responsibility of the utility and would be analyzed by the utility provider under separate environmental review. Neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any electrical or natural gas facility improvements. Furthermore, the project may result in encroachment onto SMUD's transmission easements. This impact would be potentially significant.	PS	**Mitigation Measure 3.6-2: Encroachment within SMUD's transmission easement.** Prior to construction, the City of Folsom will work with SMUD through the connection process, electric service requirements, and encroachment requests for SMUD-owned transmission line easements, including overhead and/or underground transmission and distribution line easements.	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.7 Greenhouse Gas Emissions and Climate Change			
Impact 3.7-1: Project-generated GHG emissions. The level of annual GHG emissions associated with the project, including amortized construction-related emissions, would be approximately 1,052 MT CO2e/year. This level of GHG emissions has the potential to result in a considerable contribution to cumulative emissions related to global climate change and conflict with State GHG reduction targets established for 2030 and 2050. Therefore, this impact would be potentially significant.	PS	**Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures.** The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO_2e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions. To reduce GHG emissions associated with construction and operation of the project, the following onsite GHG reduction measures shall be incorporated into project design, to the extent feasible: <u>Onsite Construction</u> ◢ Enforce idling time restrictions for construction vehicles. ◢ Require construction vehicles to operate with the highest tier engines commercially available. ◢ Increase use of electric and renewable fuel-powered construction equipment. <u>Onsite Operation</u> ◢ Replace diesel-fueled heavy-duty fleet vehicles with renewable compressed natural gas (CNG)-fueled or renewable diesel-fueled fleet vehicles. ◢ Replace gasoline-fueled passenger vehicles with electric vehicles. ◢ Achieve reductions in onsite electricity use through use of onsite renewable energy (e.g., solar photovoltaic panels). Building design and solar installation shall take into account solar orientation to maximize solar exposure. ◢ Install 240-Volt electric vehicle chargers and signage in the parking areas. ◢ Install energy-efficient lighting for parking and outdoor area lighting ◢ Reduce indoor water use by installing low-flow plumping fixtures. ◢ Reduce outdoor water use by reducing turf area and use water-efficient irrigation systems (i.e., smart sprinkler meters) and landscaping techniques/design, and install rain water capture systems. ◢ Install a grey water system to irrigate outdoor landscaping and/or to use for indoor non-potable water uses.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		◢ Incorporate site design features to reduce onsite heat island effect including wall shading. <u>Offsite GHG Reduction</u> If after incorporation of all feasible onsite GHG construction and operations reduction measures, project GHG emissions are not reduced to zero, the City shall purchase carbon credits to offset the level of project-related GHG emissions remaining after implementation of the feasible onsite measures identified above. The quantity of carbon credits purchased by the City to offset the project's operational GHG emissions shall be based on the annual mass of GHG emissions less the reduction achieved by implementation of the onsite reductions measures described above, multiplied by an operational life of 25 years.	
Impact 3.7-2: Impacts of climate change on the project. The project is not located within an area projected to experience a substantial increase in wildland fire risk or flooding as a result of climate changes in the future. Anticipated changes in future climate patterns are not anticipated to have any substantial adverse effects on the project. Therefore, the impacts of climate change on the project would be less than significant.	LTS	No mitigation is required.	LTS
3.8 Hazards and Hazardous Materials			
Impact 3.8-1: Create a significant hazard to the public or environment due to upset and accident conditions. Future development of the SOIA/annexation area would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment through compliance with existing regulations. This impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.8-2: Create potential human hazards from exposure to existing onsite hazardous materials. Future development of the SOIA/annexation area could expose construction workers to hazardous materials present onsite during construction activities and hazardous materials onsite could create an environmental or health hazard for later residents or occupants, if left in place. This impact would be potentially significant.	PS	**Mitigation Measure 3.8-2a: Prepare environmental site assessments.** Prior to any earth-moving activities, the City of Folsom will conduct a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented prior to ground disturbance. **Mitigation Measure 3.8-2b: Prepare a hazardous materials contingency plan for construction activities.** The City of Folsom will prepare and submit a hazardous materials contingency plan to Sacramento County EMD. The plan will describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan will identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		The plan will include the provision that, if at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the City will immediately halt construction and contact Sacramento County EMD. Work will not recommence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of Sacramento County EMD, RWQCB, and DTSC (as applicable). The plan, and obligations to abide by and implement the plan, will be incorporated into the construction and contract specifications of the project.	
Impact 3.8-3: Create a significant risk from wildfires. Future development of the SOIA/annexation area would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant.	LTS	No mitigation is required.	LTS
3.9 Hydrology and Water Quality			
Impact 3.9-1: Short-term construction-related and operational water quality degradation. Development of the project site as a future corporation yard could result in water quality degradation from construction activities, as well as from operational sources of water pollutants. This impact would be potentially significant.	PS	**Mitigation Measure 3.9-1: Development of a drainage master plan for the project site.** Prior to final design of a future corporation yard, the City of Folsom will prepare and implement a drainage master plan for the entire project site that includes the following items and shall be consistent with the 2017 "Stormwater Quality Design Manual": ◢ an accurate calculation of pre-project and post-development runoff scenarios, obtained using appropriate engineering methods that accurately evaluate potential changes to runoff, including increased surface runoff; ◢ details on onsite detention basin and drainage channel design that are consistent with the requirements of the City of Folsom and provide enough storage to accommodate peak storm events and no increase post-development flows or flood conditions off site; ◢ identification of design features that avoid site development from occurring in the 200-year floodplain; ◢ implementation of appropriate BMPs to address construction and operational stormwater quality consistent with City requirements; ◢ a description of any treatments necessary to protect earthen channels from erosion, and modifications that may be needed to existing underground pipe and culvert capacities; ◢ a description of the proposed maintenance program for the onsite drainage system; and ◢ a description of the project-specific standards for installing drainage systems.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.9-2: Deplete groundwater supplies or interfere substantially with groundwater recharge. Future development would result in creation of impervious surfaces of sufficient area in relation to the size of the groundwater basin that could interfere with groundwater recharge. In addition, water supply for future development of the project site would not be from groundwater. Project groundwater impacts would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.9-3: Alteration of drainage pattern or increase in rate or amount of surface runoff in a manner that would result in substantial erosion or siltation. Future development of the project site could lead to alteration of the drainage pattern of the site. This could result in increased stormwater runoff and an increase in susceptibility to downstream flooding and sediment issues. This would be a potentially significant impact.	PS	Implement Mitigation Measure 3.9-1.	LTS
3.10 Noise and Vibration			
Impact 3.10-1: Construction-generated noise. Short-term construction-generated noise levels associated with the future development of the SOIA/annexation area could expose nearby noise-sensitive receptors to noise levels that exceed applicable local standards. If construction activity were to occur during more noise-sensitive nighttime hours it could result in annoyance and sleep disruption to occupants of nearby residential land uses and substantial periodic increases in ambient noise levels. This would be a significant impact.	S	**Mitigation Measure 3.10-1a: Implement construction-noise reduction measures.** To minimize noise levels during nighttime construction activities, the City and their construction contractors will comply with the following measures during all nighttime construction work: ◢ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer's recommendations. Equipment engine shrouds shall be closed during equipment operation. ◢ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off site instead of on site) where feasible and consistent with building codes and other applicable laws and regulations. ◢ To the maximum extent feasible, construction activity shall take place within the City of Folsom construction noise exemption timeframes (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday). **Mitigation Measure 3.10-1b: Implement construction-noise reduction measures during noise-sensitive time periods.** At the time of construction, the City of Folsom will comply with the following construction noise requirements: For all construction activity that would take place outside of the City of Folsom construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday), and that is anticipated to generate noise levels that exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12), the City will require	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		their construction contractors to comply with the following measures: ◢ Implement noticing to adjacent landowners at least one week in advance if construction activity would take place outside of the City of Folsom's construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday, as identified in the City of Folsom Code), and is anticipated to exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12). ◢ Install temporary noise curtains as close as feasible to noise-generating activity and that blocks the direct line of sight between the noise source and the nearest noise-sensitive receptor(s). Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot. ◢ Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors). ◢ Operate heavy-duty construction equipment at the lowest operating power possible.	
Impact 3.10-2: Exposure of existing sensitive receptors to excessive traffic noise levels and/or substantial increases in traffic noise. Future development of a future corporation yard within the SOIA/annexation area would generate vehicle trips and result in an increase in ADT volumes on affected roadway segments; and thus, an increase in traffic source noise levels. However, surrounding receptors would not be exposed to traffic noise levels or traffic noise level increases that exceed applicable City of Folsom or Sacramento County noise standards. This impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.10-3: Intermittent single-event noise from trucks passing offsite sensitive receptors. Intermittent SENL's from project generated truck trips passing offsite sensitive receptors during the more noise-sensitive hours would not exceed 65 SENL. Therefore, the percentage of people expected to be awakened when inside the affected homes would not exceed 5 percent. This impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.10-4: Long-term operational non-transportation noise levels. The SOIA/annexation area could result in future corporation yard land uses in close proximity to noise-sensitive land uses. Thus, offsite receptors could experience project-generated noise levels that exceed the City's daytime and nighttime noise levels standards. This impact would be significant.	S	**Mitigation Measure 3.10-4: Reduce noise exposure to existing sensitive receptors from proposed stationary noise sources.** City of Folsom The City shall require the future development of a corporation yard to meet the following noise requirements in the design of the development:	

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		Locate and design the more noise-intensive lands uses and activities so that noise emissions do not exceed the applicable stationary noise source criteria (i.e., exterior daytime [7:00 a.m. to 10:00 p.m.] standards of 50 L_{eq} and 70 L_{max} for receptors within the City, and exterior nighttime [10:00 p.m. to 7:00 a.m.] standards of 45 L_{eq} and 65 L_{max} for receptors within the City. At the time of approval of special permits and/or development plan review, the City shall conduct a site-specific noise analysis to evaluate design and ensure compliance with City of Folsom noise standards. Reduction of specific noise activities can be achieved by locating activities as far away as feasible from noise-sensitive land uses, constructing noise barriers between where these activities would take place and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. Final design, location, orientation and use restrictions shall be dictated by findings in the noise analysis and approved by City staff.	
3.11 Traffic and Transportation			
Impact 3.11-1: Impacts to intersection operations. Implementation of the project would add an estimated 83 a.m. peak hour and 31 p.m. peak hour trips to the roadway network in the study area. Based on the traffic modeling and analysis, all study area intersections would operate at acceptable levels of service except for the Scott Road/White Rock Road intersection, which would worsen from LOS D to LOS E in the a.m. peak hour. Because the LOS would degrade from an acceptable level to an unacceptable level, this would be a significant impact.	S	**Mitigation Measure 3.11-1: Scott Road realignment or improvements to the Scott Road/White Rock Road intersection.** The removal of the Scott Road/White Rock Road intersection is planned as part of the construction of the Capital SouthEast Connector Project, and thus no mitigation is required with implementation of Access Scenario 2 and Access Scenario 3 as discussed in Section 2.6.3. Access Scenario 1 would be implemented should the project be constructed prior to the Capital SouthEast Connector and is the only access option that requires mitigation because it does not assume removal of the Scott Road/White Rock Road intersection. Since any near-term improvements constructed at the Scott Road/White Rock Road intersection would be removed with construction of the Capital SouthEast Connector Project, this EIR identifies two mitigation options. To satisfy Mitigation Measure 3.11-1, the City shall either: ◢ Option A: construct the realignment of Scott Road to connect to the Prairie City/White Rock Road intersection. All existing Scott Road traffic traveling through the Scott Road/White Rock Road intersection would instead use the Prairie City Road/White Rock Road intersection; or ◢ Option B: construct a westbound left turn pocket at the Scott Road/White Rock Road intersection.	LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 3.11-2: Impacts to freeway facilities. Implementation of the project would not add trips to US 50 and would not cause queuing at any freeway off-ramps to approach or extend beyond its storage capacity. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.11-3: Impacts to transit. Implementation of the project would not generate new demand for transit trips during either peak hour and would not adversely affect existing transit routes. Furthermore, the project would expand transit storage facilities and office space for administrative employees, which helps the City of Folsom Transit Division to better meet demand. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.11-4: Impacts to bicycle or pedestrian facilities. The project would not adversely affect existing or planned bicycle facilities, result in unsafe conditions for bicyclists, or fail to adequately provide for access by bicycle. Therefore, this would impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.11-5: Construction-related impacts. Project construction may require restricting or redirecting pedestrian, bicycle, and vehicular movements at locations around the site to accommodate construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours. For these reasons, construction traffic impacts would be potentially significant.	PS	**Mitigation Measure 3.11-5: Preparation and implementation of a construction traffic and parking management plan.** Prior to the beginning of construction or issuance of building permits, the City will prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan will ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include: ◢ description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns; ◢ description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage; ◢ description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control; and ◢ description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.	LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
3.12 Utilities and Service Systems			
Impact 3.12-1: Require or result in the construction of new or expanded water or wastewater treatment facilities, the construction of which could cause significant environmental effects. Implementation of the project would interconnect with water and wastewater infrastructure constructed as part of the FPASP development area immediately north of the project site. All onsite facilities have been evaluated throughout the resource chapters of this EIR. As a result, the project would have less-than-significant wastewater and water supply facility impacts.	LTS	No mitigation is required.	LTS
Impact 3.12-2: Require new or expanded entitlements to water. Presently, there are no public water supply facilities within the project site and the project site is not served by a water purveyor. Implementation of the project would increase water supply demands in the City that would use surface water. Pursuant to the City's 2015 Urban Water Management Plan, the City has adequate water supplies to serve the project under normal, dry, and multiple-dry year conditions. This impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.12-3: Exceed the capacity or the wastewater treatment provider. The SRWWTP has a design capacity of 181 mgd with the potential to expand to 218 mgd. Future development of the project site according to the conceptual land use plan is estimated to generate less than 0.012 mgd of wastewater. The SRWWTP would have adequate capacity to treat wastewater flows generated by future development of the project site. This impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 3.12-4: Generate solid waste that would exceed the permitted capacity of the landfill serving the area. Based on the current rates of solid waste generation and the capacity of the landfills that serve the area, there is sufficient capacity in landfills to serve as a future corporation yard. Therefore, this is a less-than-significant impact on the permitted capacity of the affected landfills.	LTS	No mitigation is required.	LTS
6 Reorganization			
Impact 6-1: Impacts to the Sacramento Metropolitan Fire District. Detachment of the project site from Metro Fire would not result in significant service impacts to the district because the project site does not require fire services and the City and the County will negotiate a tax sharing agreement to address potential funding issues. Therefore, the project's impacts to Metro Fire would be less than significant.	LTS	No mitigation is required.	LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact 6-2: Impacts to Sacramento County Water Agency Zone 13. Detachment of the project site from Sacramento County Water Agency Zone 13 would not result in significant drainage service impacts because Zone 13 was established for the funding of water supply and drainage studies and does not include the maintenance of drainage facilities. Therefore, project's impacts to Sacramento County Water Agency Zone 13 would be less than significant.	LTS	No mitigation is required.	LTS
Impact 6-3: Impacts to Sacramento County Service Area No. 1 and 10. Detachment of the project site from Sacramento County Service Area No.1 (street and highway lighting) and No. 10 (enhanced transportation services) would not result in significant roadway facility service impacts because the project site is undeveloped and does not pose current transportation facility service impacts. Therefore, project's impacts to Sacramento County Service Area No. 1 and 10 would be less than significant.	LTS	No mitigation is required.	LTS
Impact 6-4: Impacts related to Sloughhouse Resource Conservation District. Detachment of the project site from Sloughhouse RCD would not result in significant impacts to the district because the detachment would reduce the service area and would not remove the ability of the district to continue service to other areas for which it remains responsible. Therefore, project's impacts to Sloughhouse RCD would be less than significant.	LTS	No mitigation is required.	LTS
Impact 6-5: Impacts related to Regional San. Annexation of the project site into Regional San's SOI would increase the service area as well as the infrastructure Regional San must maintain and serve. However, the City would provide connections to the site through the FPASP area and Regional San has the capacity to serve the project site without additional upgrades to facilities. Therefore, project impacts to Regional San would be less than significant.	LTS	No mitigation is required.	LTS
Impact 6-6: Impacts related to consistency with Sacramento Local Agency Formation **Commission policies and standards.** The project would generally be consistent with Sacramento Local Agency Formation Commission standards associated with annexation requests that address environmental issues as set forth in its Policy, Standards and Procedures Manual. Therefore, the project's impact would be less than significant.	LTS	No mitigation is required.	LTS

NI = No impact, LTS = Less than significant, PS = Potentially significant, S = Significant, SU = Significant and unavoidable

1 INTRODUCTION

This environmental impact report (EIR) describes the potential environmental consequences of amending the respective Spheres of Influence (SOI) for the City of Folsom and the Sacramento Regional County Sanitation District (Regional San), amending the City's general plan, annexing an approximately 58-acre property into the City, and prezoning the site for future use as a City corporation yard. The Folsom Corporation Yard Sphere of Influence Amendment (SOIA) and Annexation project (Folsom Corporation Yard SOIA/annexation) would include a reorganization of service district boundaries, including the annexation and detachment of 57.8 acres from the following service districts:

- annexation to the City of Folsom,
- annexation to Sacramento Regional County Sanitation District,
- detachment from Sacramento Regional Solid Waste Authority,
- detachment from Sacramento Metropolitan Fire District (fire protection and emergency services),
- detachment from County Service Area No. 1 (street and highway lighting),
- detachment from County Service Area No. 10 (enhanced transportation services),
- detachment from Wilton/Cosumnes Park and Recreation Area (County Service Area 4B),
- detachment from Zone 13 of the Sacramento County Water Agency Zone 13, and
- detachment from Sloughhouse Resource Conservation District.

While development of a corporation yard is not part of this project, it is a likely outcome of an SOIA, general plan amendment, prezone, and annexation, and therefore the impacts of a reasonable development scenario are described and evaluated throughout the Draft EIR. The approximately 58-acre site would include 36.03 acres for the future corporation yard, 16.25 acres for SouthEast Connector right-of-way, and 5.12 acres to realign Scott Road. In addition, a 0.8-acre easement is included in the project but not in the SOIA/annexation area. The SouthEast Connector right-of-way area is included as part of the Folsom Corporation Yard SOIA/annexation project, but development of this area is not included in the potential development scenario described in Chapter 2, *Project Description.* The SouthEast Connector would be developed as a separate project by the SouthEast Connector Joint Powers Authority through a separate process from future Folsom Corporation Yard development.

The California Environmental Quality Act (CEQA) requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects. The purpose of an EIR is to evaluate the project's effects on environmental resources, both singularly and in a cumulative context, to examine alternatives to the project as proposed, and identify mitigation measures to reduce or avoid potentially significant effects. Projects with potential to result in significant and unavoidable environmental impacts that cannot be feasibly mitigated to less-than-significant levels can be approved, but the lead agency's decision-making body must issue a "statement of overriding considerations" explaining, in writing, the specific economic, social, or other considerations that they believe make those significant effects acceptable (Section 21002 of the Public Resources Code [PRC]; Section 15093 of the of the California Code of Regulations [CCR]). This document has been prepared in compliance with CEQA (PRC Sections 21000-21189) and the State CEQA Guidelines (CCR Title 14, Sections 15000-15387 of the California Code of Regulations).

1.1 AGENCY ROLES AND RESPONSIBILITIES

1.1.1 Lead Agency

Sacramento Local Agency Formation Commission (LAFCo) and the City of Folsom are the CEQA co-lead agencies for the project. In conformance with Sections 15050 and 15367 of the State CEQA Guidelines, the lead agency is the "public agency which has the principal responsibility for carrying out or disapproving a project." LAFCo is responsible for approving the two SOIAs as the lead agency and is a responsible agency for the reorganization actions (annexations and detachments). The City is a responsible agency for LAFCo actions. The City is the lead agency for approving the prezoning and general plan amendment. As such, LAFCo and the City will use this EIR in evaluating the environmental impacts associated with each of their respective actions. Contacts for each agency are identified below:

Don Lockhart, AICP
Executive Officer
Sacramento LAFCo
1112 I Street, Suite 100
Sacramento, CA 95814-2836
916.874.2937
Don.Lockhart@SacLAFCo.org

Scott A. Johnson, AICP
Planning Manager
City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630
916.355.7223
sjohnson@folsom.ca.us

1.1.2 Responsible and Trustee Agencies

Responsible agencies are public agencies that have discretionary approval power over the project. Sacramento LAFCo has sole authority to consider local agency reorganizations, including requests to amend an existing SOI and City boundary under the Cortese-Knox Hertzberg Act. While LAFCo acts as the lead agency for the SOIA approvals, LAFCo acts as a responsible agency for the annexation approvals. Under CEQA, a trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California (PRC Section 21070).

This Draft EIR provides information to the following agencies to assist them in approval and/or permitting actions as they may apply to the project.

- State Water Resources Control Board: A Notice of Intent would need to be filed to obtain coverage under the General Construction Activity Storm Water Permit before project construction.
- Central Valley Regional Water Quality Control Board (CVRWQCB): CVRWQCB review and/or approval of any activity affecting waters of the United States/waters of the state pursuant to Section 401 of the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act, respectively.
- USACE: Approval of any Section 404 permits required for the project.

- California Department of Fish and Wildlife (CDFW): A Stream Alteration Agreement permit from the CDFW may be required under Section 1602 of the Fish and Game Code. Actions and approvals for state-listed species may also be necessary.
- Sacramento Metropolitan Air Quality Management District (SMAQMD): SMAQMD approval of dust control plans (authority to construct permit), and other permits may be necessary.
- Sacramento Regional County Sanitation District: Approval of annexation to the district and agreement to serve.

1.2 PROJECT REVIEW AND CEQA PROCESS

Public input is an important aspect of the environmental review process. In accordance with State CEQA Guidelines Section 15083, LAFCo and the City provide opportunities for individual members of the public, as well as organization and agency representatives, to consider proposed actions and provide input and recommendations concerning the content of an EIR. The following sections summarize the public involvement efforts conducted by LAFCo and the City.

1.2.1 EIR Scoping

LAFCo and the City prepared and distributed a notice of preparation (NOP) for this EIR on November 8, 2017. The NOP provided a brief description of the project, a map of the project location, and an overview of the environmental review process. The purpose of the NOP was to provide notification that an EIR for the project would be prepared and to solicit guidance on the scope and content of the document. The NOP invited all interested parties to provide comments during a 30-day period. The NOP was mailed to individuals and organizations, including property owners and/or residents within the vicinity of the project site. The NOP was also filed with the State Clearinghouse and Sacramento County Recorder-Clerk's Office, and was posted on LAFCo's website (www.SacLAFCo.org). A public notice announcing the NOP's availability was posted in the Sacramento Bee on November 8, 2017.

A scoping meeting was held on December 4, 2017 from 4:30 p.m. to 6:30 p.m. at the Folsom Library Meeting Room to receive public input on the scope of the EIR. Responsible agencies and members of the public were invited to provide input on the scope of the EIR. The comments received on the NOP and at the hearing are addressed, as applicable, in each technical section of this EIR. Table 1-1 lists the individuals and organizations who provided comments on the NOP. Appendix A contains a copy of the NOP and comment letters received on the NOP.

Table 1-1 List of Commenters

Commenter	Affiliation	Date of Comment
State Agencies		
Jeanne Sission	California State Parks	November 21, 2017
Sharaya Souza	Native American Heritage Commission	November 30, 2017
Stephanie Tadlock	Central Valley Regional Water Quality Control Board	November 30, 2017
Kelsey Vella	California Department of Fish and Wildlife	December 7, 2017
Local Agencies		
Sarenna Moore	Regional San/Sacramento Area Sewer District	December 1, 2017
Kamal Atwal	County of Sacramento, Department of Transportation	December 5, 2017
Jamie Cutlip	Sacramento Municipal Utility District	December 7, 2017

Table 1-1 List of Commenters

Commenter	Affiliation	Date of Comment
Individuals		
Laurette Laurent		November 8, 2017, December 4, 2017, December 4, 2017, December 8, 2017
December 4, 2017 Scoping Meeting		
Laurette Laurent		December 4, 2017

1.2.2 Review of the Draft EIR

Upon completion of the Draft EIR, LAFCo and the City filed a notice of completion with the Governor's Office of Planning and Research to begin the public review period (PRC Section 21161). Concurrent with the notice of completion, this Draft EIR has been distributed to affected agencies, surrounding cities, and interested parties, as well as to all parties requesting a copy of the Draft EIR, in accordance with PRC Section 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the Sacramento LAFCo office and City of Folsom, located at the addresses provided below. Written comments on this Draft EIR are due by 4:00 p.m. on March 22, 2018, and should be addressed to Don Lockhart, AICP, Executive Officer, Sacramento Local Agency Formation Commission.

Sacramento Local Agency Formation Commission
1112 I Street, Suite 100 Sacramento, CA 95814
Phone: (916) 874-2937
Fax: (916) 854-2939
Email: Don.Lockhart@SacLAFCo.org

City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630
916.355.7223

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged.

Following the public review period, a Final EIR will be prepared that will include comments on the Draft EIR received during the public review period and LAFCo's responses to those comments. The Final EIR will address any revisions to the Draft EIR made in response to public comments. The Draft EIR and Final EIR together will comprise the EIR for the SOIA/annexation project.

1.2.3 EIR Type, Use, and Process

This EIR includes a program-level, or "first-tier," analysis for future development, consistent with PRC Sections 21093 and 21094 and CEQA Guidelines Sections 15152 and 15168. This EIR provides an evaluation of the potential environmental impacts of the proposed SOIA/annexation and future development in the area. The potential direct, indirect, and cumulative environmental impacts of the project are analyzed in a way that is appropriate, given the level of detail provided to LAFCo in the SOIA and annexation application, in accordance with CEQA Guidelines Section 15146. This program-level or "programmatic" analysis relates to the broad environmental effects of future uses. It identifies policies and mitigation measures that would apply to subsequent projects. The program-level evaluation is warranted because no

development is proposed. However, the EIR acknowledges future use of the property as a City corporation yard as a connected action. Thus, this EIR provides the public and agency decision makers with information on the potential impacts of future development. Future development within the SOIA/annexation area (if approved) would require subsequent project-specific CEQA review.

Described below is the environmental review process for the project. The City and the landowner are co-project applicants for LAFCo proceedings (i.e., SOIA and annexation).

- Initially, this Draft EIR will be published and will be subject to review and comment by the public and by responsible, trustee, and other interested jurisdictions, agencies, and organizations during a 45-day public review period.

- LAFCo and the City will hold public workshops during the public review period at which time individuals and public agencies may comment on the adequacy of the Draft EIR.

- After the close of the public review period for the Draft EIR, written responses to comments received on the Draft EIR, with respect to significant environmental issues, will be prepared. The responses may specify changes to the Draft EIR or to the project or may explain why the comment does not raise substantive issues that would require such changes. The responses to comments and any changes to the Draft EIR and/or project description therein specified will, along with the Draft EIR, become the Final EIR.

- The Final EIR, consisting of all comments received on the Draft EIR together with responses to those comments and necessary changes to the EIR text, will be prepared and circulated to public agencies for a 10-day review period.

- After the close of a 10-day agency review period on the Final EIR, LAFCo will hold a public hearing at which it will consider the adequacy of the Final EIR regarding the SOIA, including review of written comments on the adequacy of the Final EIR response to comments on the Draft EIR. LAFCo will consider whether to certify the EIR.

- After certification of the Final EIR by LAFCo, the Commission would then consider the merits of the project as it relates to the issues of growth projections, rate of buildout, municipal service provision, and open space and prime agricultural resources in a public hearing at which time the public can comment on the merits of the SOIA application before LAFCo.

- After LAFCo has taken action on the Final EIR and approved the SOIA, the Folsom Planning Commission will hold a public hearing to determine whether it will make a recommendation to the City Council to approve the project and certify the EIR.

- After the Planning Commission meets and makes its recommendation, the Folsom City Council will hold a public hearing at which it will consider the adequacy of the Final EIR regarding the general plan amendment and prezone, including review of written comments on the adequacy of the Final EIR response to comments on the Draft EIR. In addition, depending on LAFCo's decision regarding the SOIA, and after certification of the Final EIR, the City Council would then consider the merits of the project at which time the public can comment on the merits of the project and applications for project approval. If approved, the City would adopt a resolution to amend the Folsom General Plan, and an ordinance to prezone the site.

- The City Council would meet a second time for a reading of the prezone ordinance. Before any additional action can be taken, the ordinance for the prezone would need 30 days after second reading and adoption before it can be put into effect.

- If the prezone is approved, and after it takes effect, LAFCo will hold a public hearing at which time the public can comment on the merits of the annexation application before LAFCo.

- If LAFCo approves the annexation, the City of Folsom's annexing of the new corporation yard site would be finalized.
- Once all project entitlements are obtained from the City of Folsom and LAFCo, the City of Folsom would close on the purchase agreement with the landowner. No other actions are needed at this time from other responsible agencies to consider the project and associated entitlements when considering permitting or other related actions.
- When preparing to develop the site for a future corporation yard, the City would need to conduct an environmental review process before it can take action to commit budget and other resources to the development of this site. At that time, the City and other trustee and responsible agencies will review this EIR as well as any future environmental review documents to ensure that the environmental analysis is adequate for their actions. Examples of potential responsible and/or trustee agency actions that could be required for that future project are provided in Section 1.1.2, Responsible and Trustee Agencies.

If the lead agencies decide to approve the project, they will need to determine either (1) that adopted mitigation measures would reduce, to a level of insignificance, any significant impacts; or (2) if, after further consideration, one or more of the mitigation measures prove to be infeasible or they determine that the mitigation measures will not reduce the significant impacts to less-than-significant levels, the lead agencies will have to consider whether to proceed with the project despite its significant effects. If they decide to proceed with approval of the project, LAFCo and the City would need to prepare a Statement of Overriding Considerations, in accordance with Section 15093 of the CEQA Guidelines, stating the reasons why they are proceeding with the project despite remaining significant and unavoidable impacts.

In addition, LAFCo and the City would need to make findings in response to each significant effect identified in the EIR if they decide to approve the project. Information contained in an EIR does not control the lead agency's ultimate decision on a project. However, the lead agency must respond to each significant impact identified in the EIR by making findings in accordance with Section 15091(a) of the CEQA Guidelines which states,

> No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
>
> (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
>
> (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

1.3 SCOPE OF ENVIRONMENTAL ANALYSIS

Pursuant to CEQA and the State CEQA Guidelines, a lead agency shall focus the EIR's discussion on significant environmental effects (PRC Section 21002.1, State CEQA Guidelines Section 15143). Furthermore, the EIR must also discuss the manner in which significant impacts can be feasibly mitigated or avoided. The purpose of an EIR is not to recommend approval or denial of a project, but to provide decision-makers, public agencies, and the general public with information about the project. A determination of which

impacts would be potentially significant was made for this project based on review of the information presented in the NOP, comments received as part of the public review process for the project, and additional research and analysis of relevant project data during preparation of this Draft EIR.

This EIR addresses the following technical issue areas:

- Aesthetics,
- Agriculture and Forestry Resources,
- Air Quality,
- Biological Resources,
- Cultural and Tribal Cultural Resources,
- Greenhouse Gas Emissions and Climate Change
- Energy,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality,
- Noise and Vibration,
- Transportation and Circulation, and
- Utilities and Service Systems.

1.3.1 Technical Issues Not Addressed Further

CEQA requires that the discussion of any significant effect on the environment address substantial, or potentially substantial, adverse changes in the physical conditions that exist within the affected area. A lead agency is not required to provide a detailed discussion of the environmental effects that would not be significant, and may instead provide a brief statement of dismissal (PRC Section 21100, State CEQA Guidelines Sections 15126.2[a] and 15128). Based on a review of the information presented in the NOP and comments received as part of the public review process (Appendix A), review by LAFCo and the City of the project, and the resources at the site and in the region, the project would not result in significant environmental effects on the following resources.

GEOLOGY AND SOILS

The California Building Standards Code (CBC) establishes minimum requirements for construction of new buildings. The CBC contains provisions intended to regulate grading activities, drainage and erosion control, and construction on unstable soil (expansive soils or areas subject to liquefaction). When no other building codes apply, Chapter 29 regulates excavations, foundations, and retaining walls. Chapter 18 of the Building Code contains provisions related to Soils and Foundations, including geotechnical investigations (Section 1803); excavation, grading, and fill (Section 1804); assessing soil load-bearing capacity (Section 1806); and foundation design (Sections 1808-1810). The Residential Code contains provisions regarding soil testing, geotechnical evaluations for building foundations, and excavations for compressible or shifting soils (Section R401), foundations on expansive soils (Section R403), and seismic provisions (Section R301). In addition, the Green Building Standards Code contains provisions regarding soil erosion and stormwater runoff, and grading activities.

Areas surrounding active earthquake faults with the potential to be adversely affected by fault rupture are delineated as Alquist-Priolo Fault Zones. The SOIA/annexation area is not located in an area classified as an Alquist-Priolo Fault Zone (California Geological Survey 2010). According to the Sacramento County General Plan, the SOIA/annexation area is ranked as a “low” severity zone for earthquake intensity. The likelihood that an earthquake with strong seismic ground shaking would occur in the SOIA/annexation area is low. Further, topography at the project site is characterized as gently rolling to flat; therefore, landslides are not anticipated.

The SOIA/annexation would not have the potential to affect geology or soils on the project site, because no development is linked with this discretionary action. However, these actions would remove barriers to the development of a future City of Folsom corporation yard in an area that could experience some seismic shaking. As discussed above, the risk of exposing people or structures to substantial adverse effects associated with rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides is low. Subsequent development would be required to comply with the seismic design standards of the CBC, and may be required to complete geotechnical investigations in accordance with the CBC. These standards account for the shaking hazard of an area and the type of occupancy and are designed to minimize the potential risk to life and property. Through completion of any required geotechnical report and adherence to its recommendations, the potential to expose users to risk related to liquefaction and expansive soils would also be minimized. Additionally, development of the project site as part of future proposals would be required to comply with City of Folsom construction permitting and Central Valley Regional Water Quality Control Board National Pollutant Discharge Elimination System permit conditions requiring temporary and permanent erosion control best management practices.

Any future development would be designed in compliance with current building code requirements, including the preparation of site-specific geotechnical studies, which would identify specific recommendations for compaction and soils to minimize risks associated with local soils, geology, and seismicity. These requirements would be enforced by appropriate state and local agencies and documented in subsequent environmental reviews. For these reasons, analysis of potential impacts to geology and soils is not included in this EIR.

LAND USE AND PLANNING

The project would be located on land owned by Aerojet Rocketdyne Inc., an Ohio Corporation, and would be purchased and used by the City for future use as a City corporation yard. The site is surrounded by mostly vacant, undeveloped land. An aggregate quarry is located to the south, Aerojet's Area 41 remediation site is to the east, and Prairie City State Vehicular Recreational Area is to the west. Therefore, the project would not divide an established community. The project site is designated in the *Sacramento County General Plan* as General Agricultural 80-acre (GA-80), but is currently not actively used for agricultural purposes. It is zoned as a Special Planning Area. The project would include a general plan amendment, prezone, and annexation of the project site. The site would be designated as Public and Quasi-Public Facility (PQP) and prezoned Industrial prior to use of the site as a corporation yard. Therefore, the proposed land uses would be consistent with the land use designation and zoning for the site.

The SACOG MTP/SCS identifies the project site as part of the "Lands Not Identified for Development in the MTP/SCS or Blueprint." However, the MTP/SCS and Blueprint do not ensure growth or restrict growth from occurring in these areas. The project site is adjacent to areas planned for development and borders the City of Folsom. As such, changing the sphere of influence to include this area would not conflict with the MTP/SCS or Blueprint.

The South Sacramento Habitat Conservation Plan (SSHCP) plan area excludes the City of Folsom but includes the project site. The project site is outside of the SSHCP's Urban Development Area (UDA), defined as the area "where all proposed urbanization will occur, and therefore, where most incidental take will occur." The project site is not an area mentioned in the SSHCP for either development or for preservation, except for the SouthEast Connector right-of-way which is a covered activity under the SSHCP. Because the project site is outside the SSHCP UDA and is not mentioned as a covered activity, any potential impacts on special-status species would need to be addressed outside of the purview of the SSHCP. Therefore, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state conservation plan, and no significant land use and planning impacts would occur. Consistency with the SSHCP is further discussed in Section 3.4, *Biological Resources.* Otherwise, this issue is not discussed further in this EIR.

MINERAL RESOURCES

The SOIA/annexation area is not in an area of known mineral resources. The Sacramento County General Plan (Sacramento County 2011) does not map any mineral resources on the project site. As such, no loss of availability of a known mineral resource that would be of value to the region and the residents of the state would occur. There are no locally important mineral resource recovery sites delineated on a local general plan, specific plan, or other land use plan that include the project site. Therefore, analysis of potential impacts to mineral resources is not included in this EIR.

POPULATION AND HOUSING

The project would not include construction of new housing or commercial businesses. Therefore, no direct population growth would result from implementation of the project. Construction would be short-term (approximately 24 months) and is not expected to result in construction employees relocating to the project vicinity due to this short duration. No additional permanent staff would be needed for project operation. City staff that would work on site, would relocate from the existing sites that currently serve the City's departments. Further, the project would not include removal of any housing, including any affordable housing. In addition, the site is currently zoned as General Agricultural 80-acre, so the site has not been identified as a site for future housing. Therefore, the project would have no impact on displacement of housing or people. No significant impacts to population and housing would occur, and this issue is not discussed further in this EIR. The potential for growth-inducing effects, however, is considered, as required by CEQA, in Chapter 6, *Other CEQA Sections*.

PUBLIC SERVICES

The project would not result in increased demands for school or park facilities, as no new housing is proposed. The project site is currently served by Sacramento Metropolitan Fire District and Sacramento County Sherriff, and with annexation of the site, it would be served by City of Folsom Fire Department and Police Department. Although development of the project site would change where police and fire services would be needed, it would not lead to an increase in fire and/or police services or facilities. The existing corporation yard and a future corporation yard would have similar police and fire needs. In addition, as described in Section 3.8, *Hazards and Hazardous Materials,* the development would be built to the latest standards for fire safety and prevention. Construction of new police and fire facilities would occur in accordance with buildout of the City's general plan and the project would not require construction of any new fire or police facilities. Therefore, no significant impacts to public services would occur, and this issue is not discussed further in this EIR.

The potential impacts related to annexing the project site into Regional San and detaching from the Sacramento Metropolitan Fire District are discussed in Chapter 6, *Reorganization.*

RECREATION

The project would not increase the number of residents or employees on the site or surrounding area who would use recreational facilities. Therefore, there would be no impact related to the use of neighborhood or regional parks and no need for construction or expansion of recreational facilities. This issue is not discussed further in this EIR.

The potential impacts related to detaching the project site from County Service Area 4B (Wilton/Cosumnes Area) are discussed in Chapter 6, *Reorganization.*

1.4 ORGANIZATION OF THIS DRAFT EIR

This Draft EIR is organized as follows:

Executive Summary, summarizes the EIR process and the objectives of the project; provides a brief overview of the project description; describes the project alternatives; identifies areas of controversy; and summarizes the next steps in the public review process. The Executive Summary also contains a table that summarizes the significance of the environmental impacts that would result from the project.

Chapter 1: Introduction, introduces the environmental review process; describes the purpose of the EIR; identifies lead, responsible, and trustee agencies; discusses technical issue areas that are not analyzed further; and outlines the organization of the Draft EIR.

Chapter 2: Project Description, describes the background and need for the project, identifies project objectives, and provides a detailed description of the project.

Chapter 3: Environmental Setting, Impacts, and Mitigation Measures, is divided into sections for each environmental issue area that was not scoped out as part of the environmental review process. For each environmental issue area, the section describes the existing environmental setting and regulatory framework, presents significance criteria or thresholds for determining the significance of impacts, evaluates environmental impacts, identifies mitigation for any potentially significant and significant impacts, and identifies the level of significance following implementation of the mitigation.

Chapter 4: Cumulative Impacts, considers existing and reasonably foreseeable projects in the vicinity of the SOIA/annexation area and describes the project's potential to substantially contribute to potential environmental effects.

Chapter 5: Project Alternatives, describes alternatives to the project, including the No-Project Alternative and potentially feasible alternatives that would avoid, reduce, or eliminate significant impacts, and identifies the environmentally superior alternative. Alternatives that have been proposed and rejected from further consideration are also identified, along with an explanation of the reasons for their rejection.

Chapter 6: Reorganization, summarizes setting information and identifies potential impacts related to reorganization of the project specific to the Sacramento LAFCo policies and standards related to the environment.

Chapter 7: Other CEQA Considerations, identifies impacts associated with growth inducement and significant and irreversible environmental changes. This chapter also summarizes the project's significant and unavoidable impacts.

Chapter 8: Report Preparers, identifies report preparers.

Chapter 9: References, lists the references used in preparation of this Draft EIR.

1.5 STANDARD TERMINOLOGY

This Draft EIR uses the following terminology to describe environmental effects of the project:

Less-Than-Significant Impact: A project impact is considered less than significant when it does not reach the standard of significance and would, therefore, cause no substantial change in the environment (no mitigation is required).

Potentially Significant Impact: A potentially significant impact is an environmental effect that may cause a substantial adverse change in the environment; however, additional information is needed regarding the extent of the impact to make the determination of significance. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.

Significant Impact: A project impact is considered significant if it results in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects in the context of specified significance criteria. Mitigation measures and/or project alternatives are identified to reduce these effects to the environment where feasible.

Significant and Unavoidable Impact: A project impact is considered significant and unavoidable if it would result in a substantial adverse change in the environment that cannot be feasibly avoided or mitigated to a less-than-significant level if the project is implemented. If a lead agency proposes to approve a project with significant unavoidable impacts, it must adopt a statement of overriding considerations to explain its actions (State CEQA Guidelines Section 15093(b)).

Cumulative Impacts: According to CEQA, "cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (State CEQA Guidelines Section 15355). CEQA requires that cumulative impacts be discussed when the "project's incremental effect is cumulatively considerable… [or] … provide a basis for concluding that the incremental effect is not cumulatively considerable (State CEQA Guidelines Section 15130 [a])."

Mitigation Measures: The State CEQA Guidelines (Section 15370) define mitigation as:

a) avoiding the impact altogether by not taking a certain action or parts of an action;

b) minimizing impacts by limiting the degree of magnitude of the action and its implementation;

c) rectifying the impact by repairing, rehabilitating, or restoring the affected environment;

d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and

e) compensating for the impact by replacing or providing substitute resources or environments.

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2 PROJECT DESCRIPTION

The City of Folsom (City) and the landowner, Aerojet Rocketdyne Inc., an Ohio Corporation have submitted a joint application to Sacramento Local Agency Formation Commission (LAFCo) to amend the City's sphere of influence (SOI) and annex an approximate 58-acre (57.8 acres) property into the City for future use as a City corporation yard. The project includes two sphere of influence amendments (SOIAs), a general plan amendment, a prezone, and other reorganization actions (annexations and detachments from special districts as described in Section 2.7.1, *Sacramento LAFCo*).

2.1 PROJECT LOCATION

The project site is located at the southeast corner of Prairie City Road and White Rock Road, just west of Scott Road in Sacramento County, California (Exhibit 2-1). It includes a portion of APNs 072-0060-052 and 072-0110-001 (Exhibit 2-2). Exhibit 2-2 shows the line between the two APNs as a dashed line because, even though the Sacramento County Assessor's Office provides two numbers for these areas, both of these APNs make up one legal parcel. This EIR uses the APNs as a shorthand to describe these geographic areas.

2.2 PROJECT BACKGROUND

2.2.1 City of Folsom Corporation Yard Needs Assessment

In 2008, the City conducted a review of the existing corporation yard needs to determine whether existing facilities were adequate and, if not, what type of facilities would be needed to accommodate both the current city population and the City's projected build out identified in its general plan and from other foreseeable development (City of Folsom 2008). In 2011, the City of Folsom annexed approximately 3,500 acres south of U.S. Highway 50 and adopted the Folsom Plan Area Specific Plan (FPASP) which would allow a projected 11,337 new housing units and 2.8 million square feet of commercial to develop in that area. The 2008 needs assessment accounted for corporation yard needs from the annexation of the 3,500-acre FPASP area.

The City's corporation yard operations are currently split among multiple sites. The main corporation yard is at the west end of Leidesdorff Street with additional yards located at the water treatment plant, a yard adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street, and a yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road.

The main Leidesdorff Yard (5 acres of active use) is fully occupied and unable to support current requirements; thus, the City has developed other smaller corporation yard sites to meet current needs. Approximately 10 acres of additional adjacent space is available on the site of the former landfill for passive uses, but even with this available acreage, the existing sites cannot meet current and projected City corporation yard requirements.

Existing yard operations at the Leidesdorff Yard are housed in a variety of older buildings including prefab buildings, wood frame sheds, and modular trailers. Most buildings are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. Existing buildings do not provide the type of spaces required to meet contemporary standards for efficient and cost-effective maintenance operations (City of Folsom 2008).

The City's current 2017 population is 73,105 (California Department of Finance 2017), not including inmates at Folsom Prison. The City of Folsom anticipates that the total household population of the City at

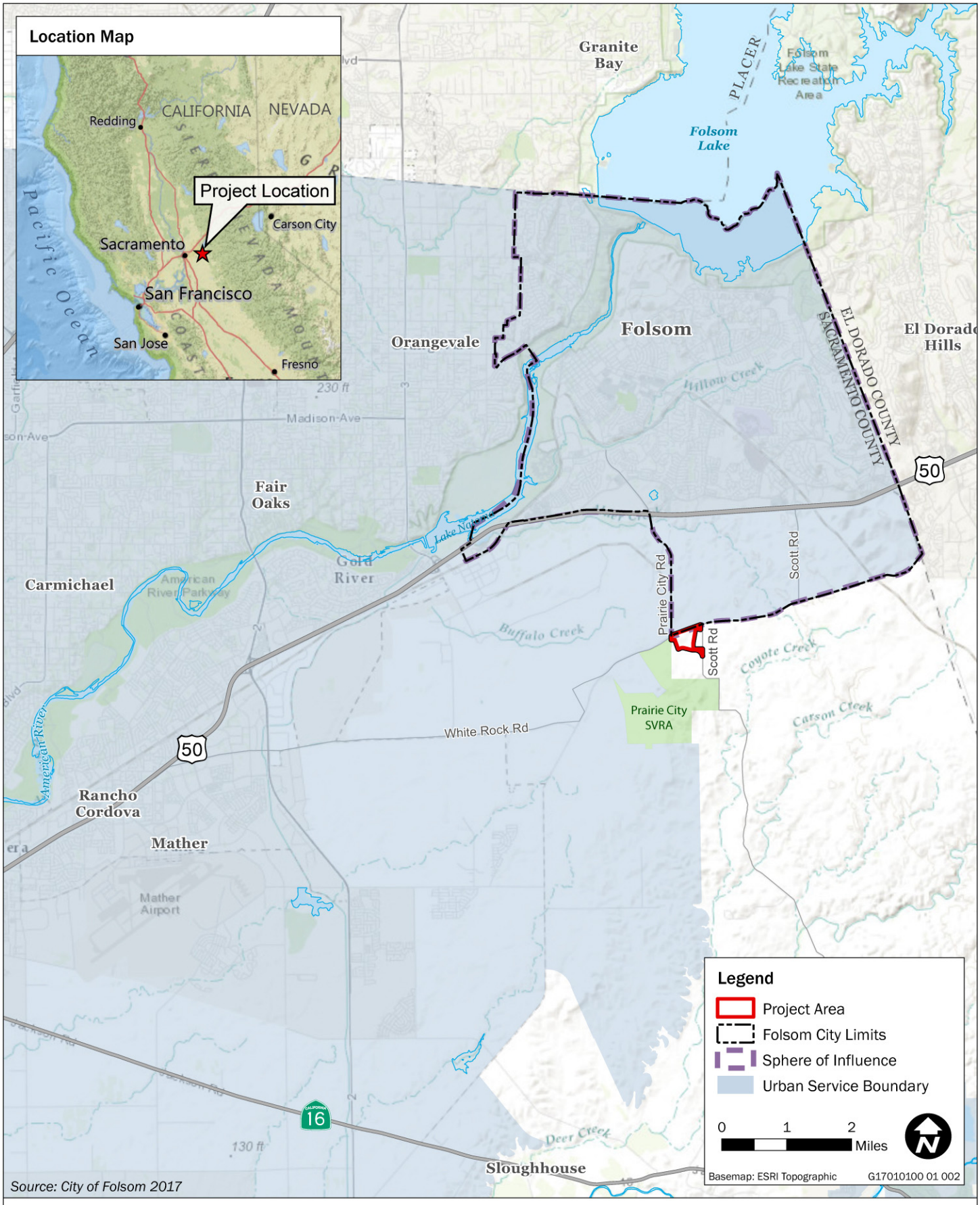


Exhibit 2-1 **Project Location**

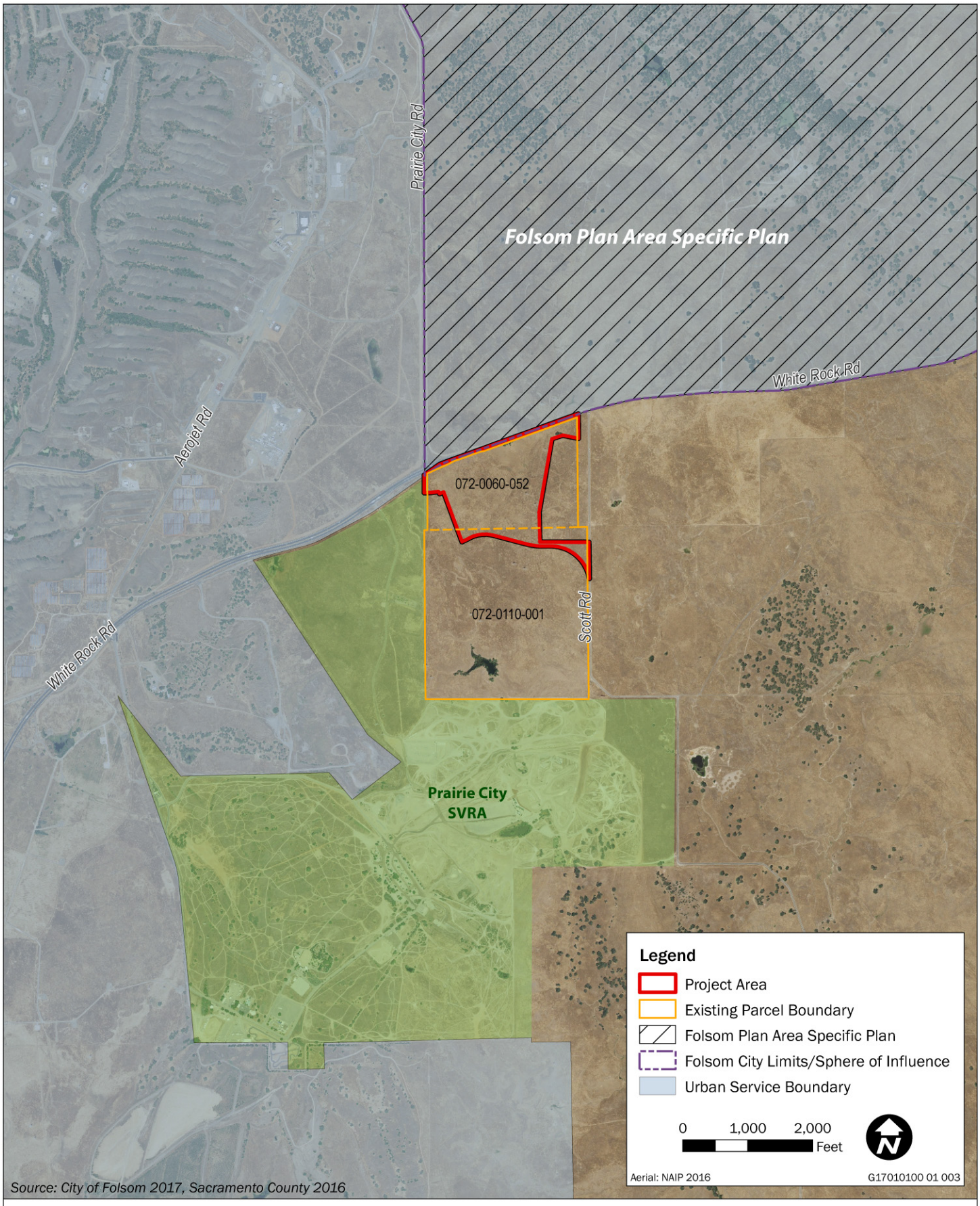


Exhibit 2-2

Project Vicinity

ASCENT ENVIRONMENTAL

buildout will be about 109,000 (City of Folsom 2008). As the City has grown, conflicts between corporation yard uses and local residents have become more of an issue. The main corporation yard is located in Old Town Folsom, adjacent to, otherwise quiet, residential neighborhoods. Due to residents' complaints, one of the access points to the yard (on the south side) has been closed and all corporation yard traffic enters and exits out of one access point.

The Leidesdorff Yard's current location also places it directly above the American River, and these older facilities have caused additional maintenance needs to prevent pollution from entering the watershed. While the City has a National Pollutant Discharge Elimination System permit and works to manage stormwater and runoff, the facility needs constant maintenance and oversight.

Table 2-1 shows the City's current staffing and facility needs. The current needs were estimated in 2006 and staffing levels have since been decreased because of the recent economic recession and implementation of operational efficiencies. However, City staff have reviewed the estimates and confirmed they represent a reasonable estimate of the level of staffing needed to serve the current City population. The existing 5-acre Leidesdorff Yard site cannot accommodate current nor future corporation yard requirements.

Table 2-1 Facility Needs (Existing)

Space Component	Staff	Enclosed Office/Shop/ Warehouse SF	Exterior Covered SF	Exterior Open SF	Total SF
Parks and Recreation					
Park Maintenance	33	6,372	25,424	25,578	57,374
Public Works					
Street Maintenance	19	17,960	34,894	25,900	78,754
Transit	27	4,278	–	20,530	24,808
Fleet Management	14	23,005	1,190	12,958	37,153
Solid Waste					
Collections	44	3,377	–	227,854	231,231
Household Hazardous Waste	–	4,500	2,240	8,935	15,675
Transfer Station	–	–	–	–	–
Environmental and Water Resources (Utilities)					
Administration	2	1,167	–	–	1,167
Utility Maintenance	14	–	3,500	21,787	25,287
Wastewater	12	5,216	3,920	8,590	17,726
Water	8	3,133	–	4,267	7,400
Water Treatment Plan - Plant Maintenance	4	6,495	2,940	4,385	13,820
Common/Shared					
Office Support	–	7,788	560	65,738	74,086
Field/Shop Support	–	18,920	11,724	36,658	67,302
Total	**177**	**102,211**	**86,392**	**463,180**	**651,783**
Gross Building Area (GSF) (NSF @ 87.5%)	–	**120,699**	–	–	**120,699**
Total Yard Area	–	–	**86,391**	**463,180**	**549,571**
Site Circulation, Landscaping, Setback (@35%, 25%, 25%)	–	**42,245**	**21,598**	**115,795**	**179,638**
Total	–	**162,944**	**107,989**	**578,975**	**849,908**

Source: City of Folsom 2008

The City's Public Works and Environmental and Water Resources departments, are the primary occupants of the Leidesdorff Yard. Parks and Recreation yard operations are split between two additional yard locations.

Water and Wastewater departments have their field crews and storage requirements split between the Leidesdorff Yard and the water treatment plant. The Solid Waste Department is located at the Leidesdorff. Each of these locations is identified on the Exhibit 2-3.

The City currently relies on multiple corporation yard locations and, if no additional space is found, would continue to operate with significant challenges and inefficiently, with staff and materials placed in various locations. After an extensive review of current and future needs, the City determined that it would be most efficient if most, if not all, corporation yard activities were placed at one site.

The project site provides a location outside of the City's residential development areas, close to a soon-to-be expanded roadway, close to development in the FPASP area, close to other noise sources (off-highway motor vehicle uses and a busy roadway), and away from most residential uses. The site is currently within the County of Sacramento's jurisdiction, outside of the City's SOI. For the City to use this site as a corporation yard, it's SOI would need to be amended and the area would need to be prezoned and annexed into the city.

2.3 EXISTING LAND USES AND DESIGNATIONS

The project site is currently vacant, owned by Aerojet Rocketdyne Inc., an Ohio Corporation. The site is surrounded by mostly vacant, undeveloped land. An aggregate quarry is located to the south and Aerojet's Area 41 remediation site is to the east. The site is surrounded by barbed wire fence and no structures (other than power lines and towers) are present. There is an existing access point along White Rock Road between Prairie City Road and Scott Road. This entrance is gated with a short dirt road leading up to it; there are no access roads within the site. Several power lines and towers run through the property; however, no utilities (e.g., water, wastewater, natural gas, and electricity) are located on site. Across White Rock Road to the northeast is the southern portion of the FPASP development area.

The SOIA/annexation area for the City of Folsom Corporation Yard is currently within the jurisdiction of the County of Sacramento, just outside the City of Folsom's SOI and outside the County's Urban Services Boundary (USB). As shown on Exhibit 2-4, the SOIA/annexation area is designated in the Sacramento County General Plan as General Agricultural 80-acre (GA-80) but is currently not actively used for agricultural purposes. It is zoned as a Special Planning Area. Lands to the south and east are also designated as General Agricultural. To the west, California State Parks has an off-highway motor vehicle park, Prairie City State Vehicular Recreational Area (SVRA), which contains trails and tracks open to almost daily off-highway motor vehicle use. In addition, the SVRA hosts public events throughout the year which access the site from Scott Road and White Rock Road.

While the area to the north of the site is currently undeveloped, it is within the FPASP area and is currently planned for a variety of uses, including open space, residential, commercial, and other uses. See Exhibit 2-5 for the zoning designations of the project site as well as the surrounding area.

2.4 NEARBY PROJECTS/DEVELOPMENTS

2.4.1 Folsom Plan Area Specific Plan Development

As mentioned previously, the project site is directly south of the FPASP development area. On June 28, 2011, the Folsom City Council approved the FPASP for development of over 10,000 residential homes with 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 supporting infrastructure. The development would be located on approximately 3,514 acres (Resolution No. 8863). The City and the U.S. Army Corps of Engineers prepared a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the FPASP that evaluated the environmental impacts associated with development of the entire plan 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 the U.S. Army Corps of Engineers was the Lead Agency with respect to preparation of the EIS.

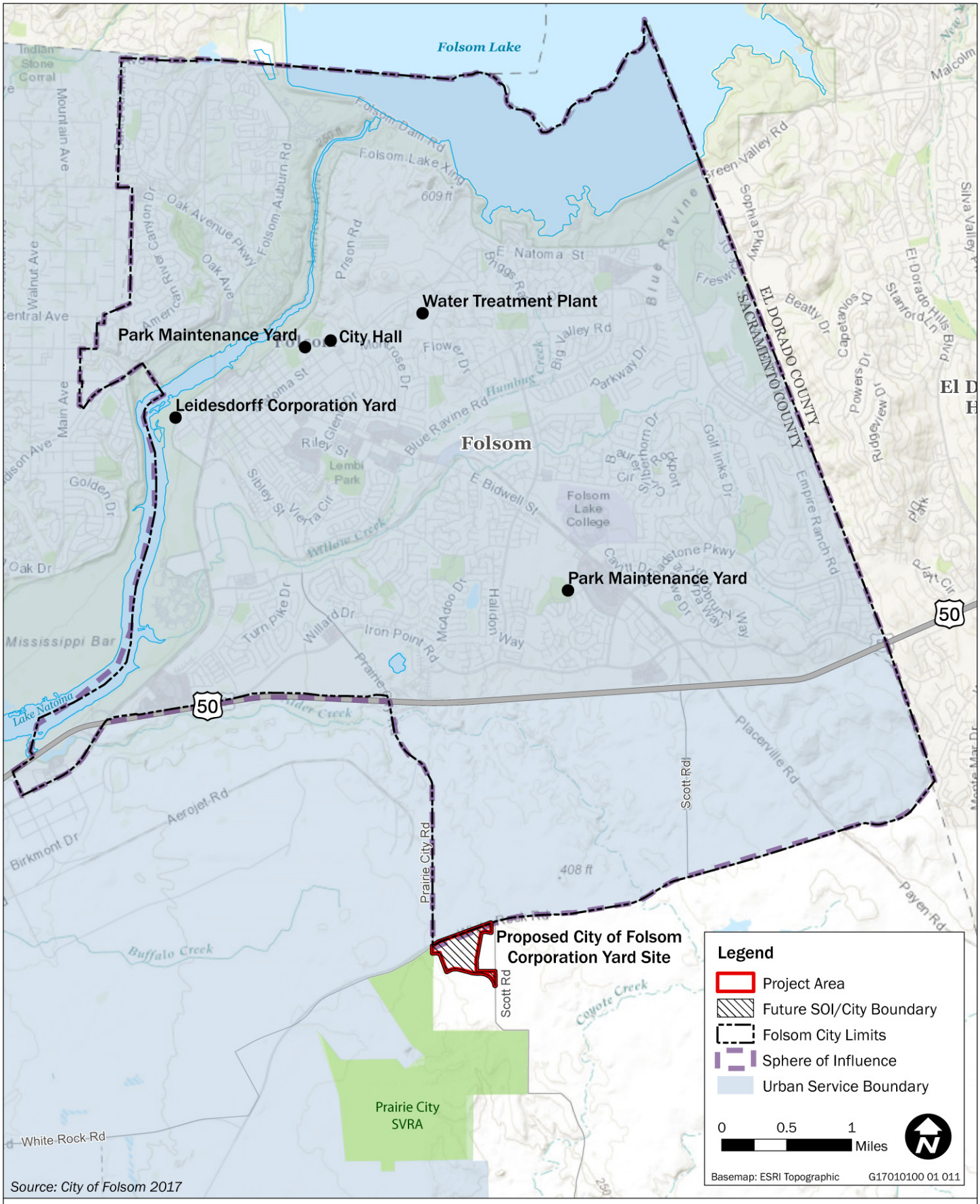


Exhibit 2-3 **Existing Corporation Yard Facility Locations**

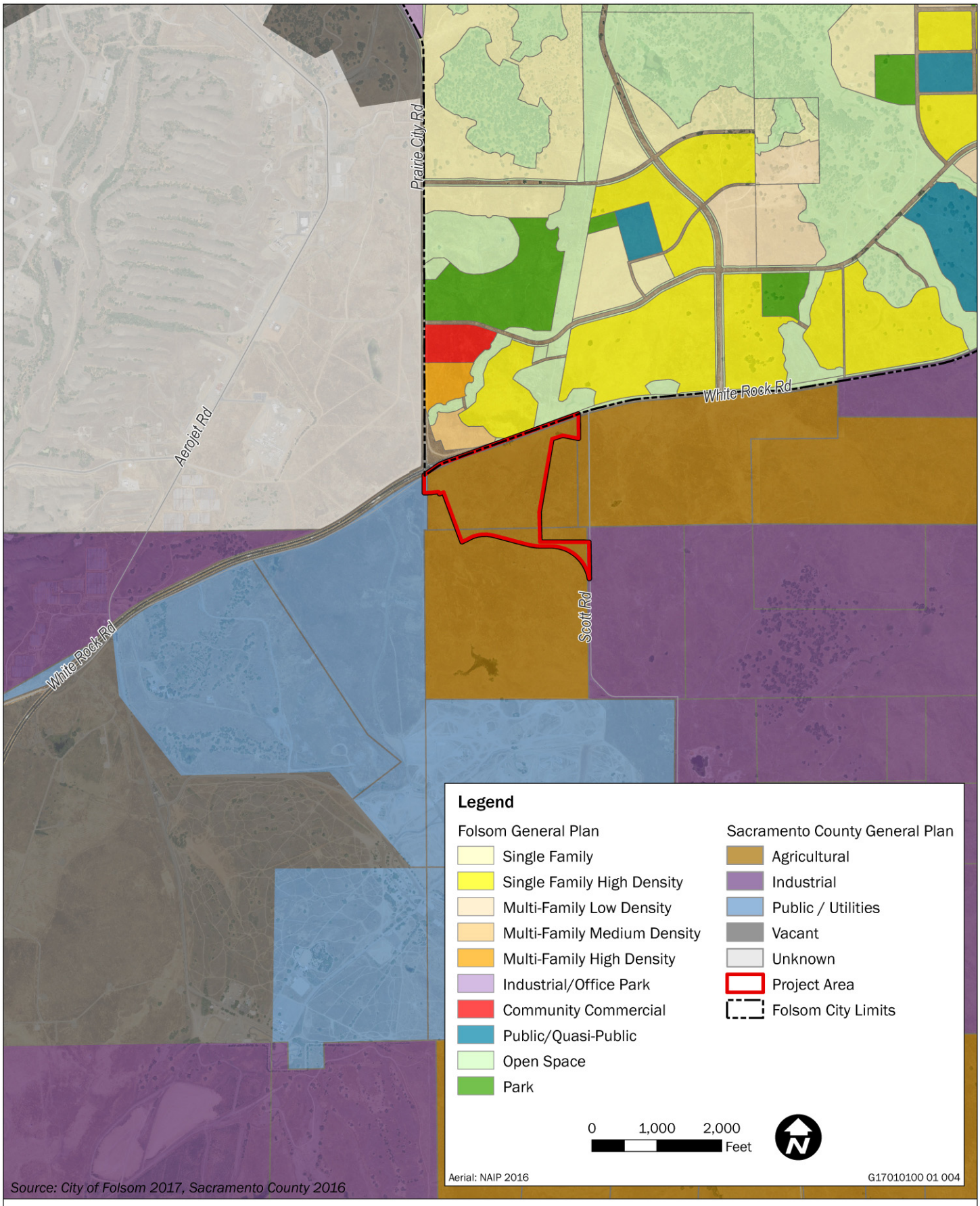


Exhibit 2-4

Existing City of Folsom and Sacramento County General Plan Land Use Designations

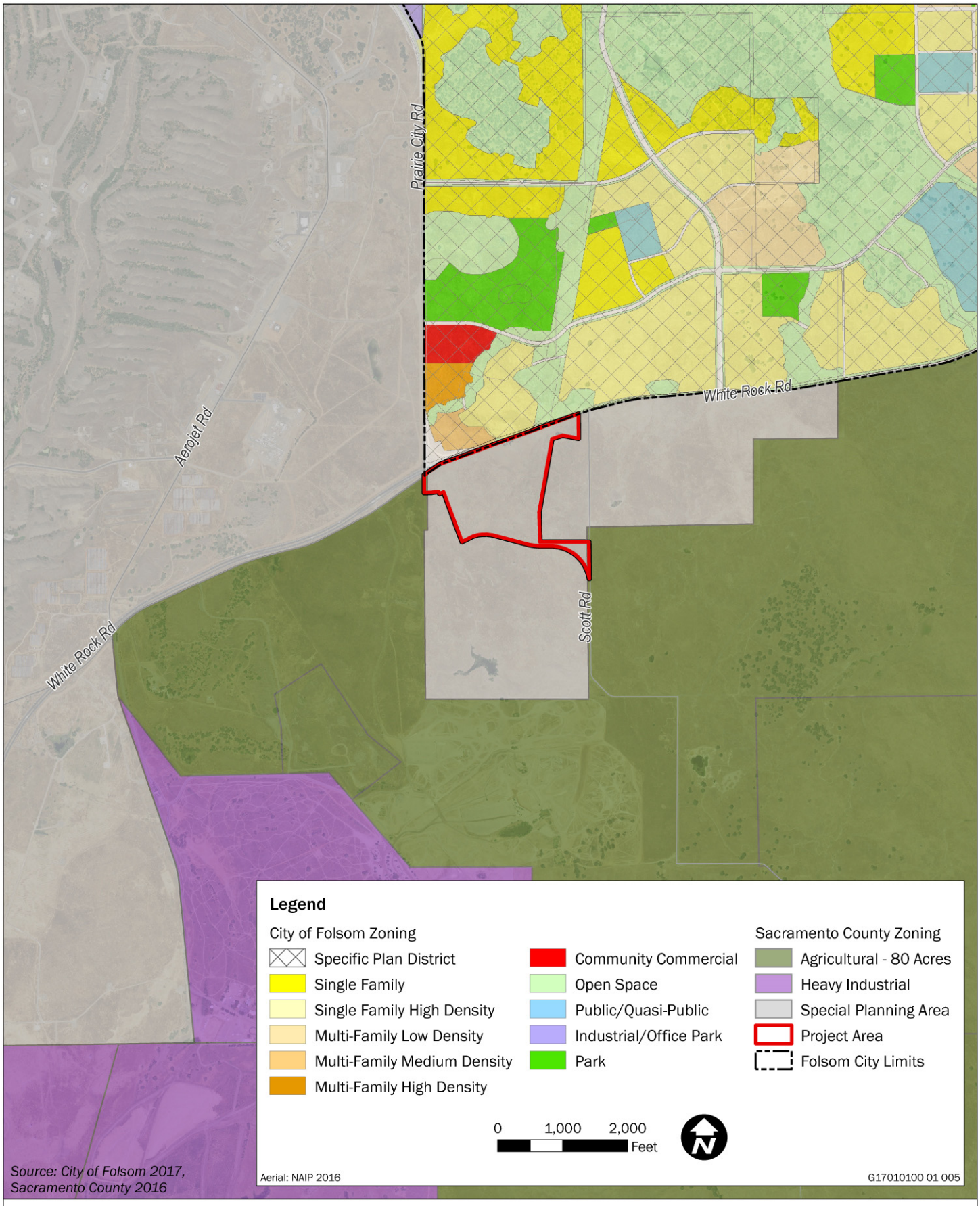


Exhibit 2-5 **Existing City of Folsom and Sacramento County Zoning Designations**

The portion of the FPASP area, directly north of the project site is the Alder Creek development area (formerly known as the Hillsborough project). The area around the power lines will remain in open space use. To the west of the power lines, the plan includes both single-family high density and multi-family medium density residential units. The environmental review for the Arden Creek area considered the potential for the City to locate a corporation yard across White Rock Road.

2.4.2 Sacramento Capital Southeast Connector

The Sacramento Capital SouthEast Connector is a planned and approved 35-mile multi-lane limited access roadway which will connect Interstate 5 and State Route 99 in Sacramento County with U.S. Highway 50 in El Dorado County. White Rock Road, just north of the project site, is the anticipated alignment for the portion of the SouthEast Connector located north of the project site (see Exhibit 2-6). The overall SouthEast Connector project is divided into five segments -- identified as A, B, C, D and E moving from west to east -- based on geographic and jurisdictional boundaries, roadway classification, adjacent community characteristics, projected traffic demand and potential financing opportunities. For increased flexibility related to the timing of funding availability, the five segments are broken down into smaller sub-segments -- identified as 1, 2 or 3 -- based primarily on the existing roadway network and SouthEast Connector roadway classifications.

The portion to the north of the project site is segment D3, and encompasses the right-of-way from the intersection of Grant Line Road and White Rock Road to where White Rock Road enters El Dorado County. A portion of the project site includes right-of-way reserved for the future expansion of White Rock Road. This 6.31-mile segment will have four lanes at buildout and act as an expressway (Southeast Connector JPA 2017).

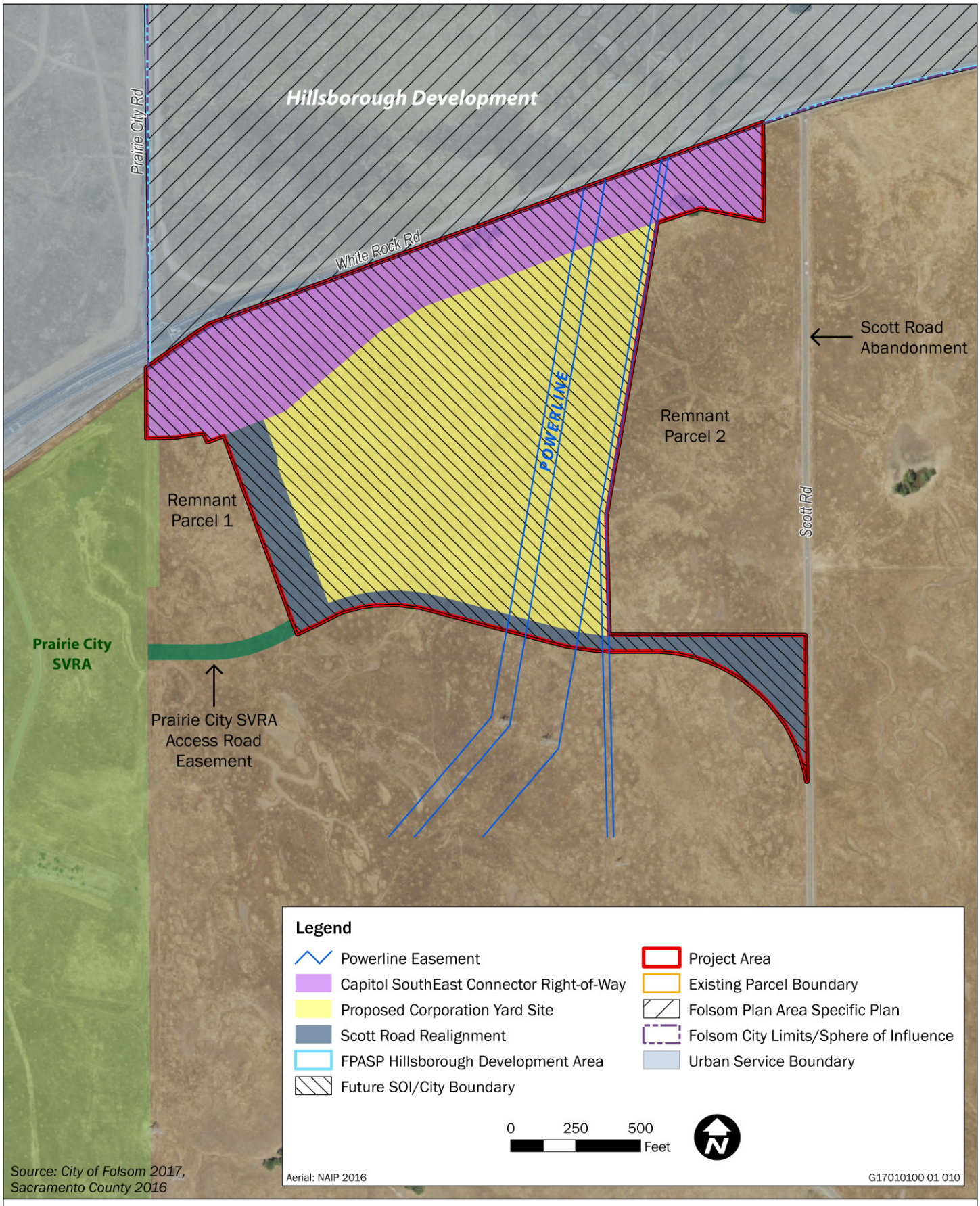
As an expressway, the SouthEast Connector would begin to remove/realign low volume intersections. Scott Road is one of the intersections the SouthEast Connector JPA anticipates would need to be realigned. The SouthEast Connector JPA's current plans call for a Phase 1 realignment of Scott Road that would include a frontage road connection from the Prairie City/White Rock Road intersection to Scott Road. While the ultimate buildout of the SouthEast Connector is still not finalized, the City has concluded that there are other options to the realignment that could be considered.

To accommodate a new corporation yard, Scott Road would be realigned to travel the southern portion of the project site to connect to an intersection with a realigned Prairie City Road for better connectivity and traffic flow. The Scott Road realignment project would be separate from the SouthEast Connector project. This document anticipates the realignment (and abandonment of the current alignment) for site design planning purposes, but the City and other agencies would engage in separate environmental review once specific details of the realignment become known. For more information on potential access scenarios, see Section 2.6.3, Access.

2.4.3 Prairie City State Vehicular Recreation Area General Plan

State Parks adopted the Prairie City SVRA General Plan in September 2016. The updated plan reflects changes that have occurred since adopting the 1991 Master Plan, such as land acquisitions and changes in recreation trends and visitor use. The plan considered urban encroachment around the SVRA, new resource management regulations, and non-motorized recreation uses such as hiking and mountain biking.

The Prairie City SVRA General Plan outlines broad goals and guidelines for the management of Prairie City SVRA. The General Plan allows facility improvements to this park. Potential facilities include a visitor center, overnight camping, multiuse special events area, and other amenities in the future.



Source: City of Folsom 2017, Sacramento County 2016

Exhibit 2-6 **Project Elements**

2.4.4 South Sacramento Habitat Conservation Plan

The project site is located within the current boundaries of the Draft South Sacramento Habitat Conservation Plan (SSHCP) area that is under preparation. The SSHCP would provide a regional approach to addressing issues related to urban development, habitat conservation, and agricultural protection. The SSHCP is intended to consolidate environmental efforts to protect and enhance important habitat areas to provide ecologically viable conservation areas while streamlining the environmental permitting process for development projects. The draft SSHCP was released for public review on June 2, 2017.

The SSHCP plan area excludes the City of Folsom but includes the project site. It is outside of the SSHCP's Urban Development Area, defined as the area "where all proposed urbanization will occur, and therefore, where most incidental take will occur." The project site is not an area mentioned in the SSHCP for either development or for preservation, except for the SouthEast Connector right-of-way which is a covered activity under the SSHCP. Because the project site is outside the SSHCP Urban Development Area and is not mentioned under a covered activity, any potential impacts on special-status species would need to be addressed outside of the purview of the SSHCP.

2.5 PROJECT OBJECTIVES

Sacramento LAFCo and the City of Folsom have identified the following project objectives:

- amend the SOI boundary beyond the existing Folsom city limits to accommodate a municipal corporation yard use compatible with the City of Folsom and Sacramento County policies;
- implement the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 consistent with public service conditions present or reasonably foreseeable in the Folsom Corporation Yard SOIA/annexation area;
- establish an expanded SOI and city boundary for the City of Folsom that will provide a new corporation yard site and facilitate the protection of important environmental, cultural, and agricultural resources;
- provide a location within city boundaries to develop a consolidated corporation yard to improve operating efficiencies, minimize duplication of material and equipment, minimize unproductive travel time between sites, improve staff coordination and supervision, minimize land use conflicts, and improve overall site security; and
- provide a new corporation yard site which would remove current corporation yard uses from the City's Historic District and other locations where land use conflicts are present.

2.6 PROJECT CHARACTERISTICS

2.6.1 Overview

The project is solely to facilitate the development of a new corporation yard for the City of Folsom which would be designated as Public and Quasi-Public Facility and prezoned Industrial. If the SOIA, general plan amendment, prezone, and annexation are approved, the City would purchase the property in fee title and begin more detailed planning on the design of the corporation yard. While development of a corporation yard is not part of this project, it is a likely outcome of an SOIA, general plan amendment, prezone, and annexation, and therefore the impacts of a reasonable development scenario are described below and evaluated throughout the Draft EIR. The approximately 58-acre site would include 36.03 acres for the future corporation yard, 16.25 acres for SouthEast Connector right-of-way, and 5.12 acres to realign Scott Road. In addition, a 0.8-acre easement is included in the project but not in the SOIA/annexation area. This area would be used to provide access to Prairie City SVRA once the SouthEast Connector removes the current access. The parcel created through this project would be created by two separate grant deeds. The landowner will grant the property with these two deeds to the City after certification of the environmental document. Prior to the completion of the annexation, the County would provide a certificate of compliance for the remaining parcel outside of the boundaries of the two grant deeds.

Sacramento County has clarified that the legal parcel which contains the project site is comprised of APNs 072-0060-052 and 072-0110-001. If the project is approved, Aerojet proposes to grant to the City of Folsom, in fee simple, the portions of the parcel described as Grant #1 and Grant #2 (as shown in Exhibit 2-7) under two separate conveyances as these portions are separated by a roadway. Under Government Code section 6642.5, these conveyances do not constitute a “division of land” for purposes of computing the number of parcels under the California Subdivision Map Act as they are conveyances to a governmental agency. Consequently, the two remainder portions of the parcel described as “A” and “B” in the exhibit will remain one legal parcel in conformance with Sacramento County’s existing zoning code (Scarpa, pers. comm., 2018).

The City anticipates that Scott Road would be realigned to connect to Prairie City Road and be abandoned from north of the realignment to White Rock Road. Exhibit 2-6 shows the general outline of the proposed changes.

The SouthEast Connector right-of-way area is included as part of the Folsom Corporation Yard SOIA/annexation project, but development of this area is not included in the potential development scenario described below. The SouthEast Connector would be developed as a separate project by the SouthEast Connector Joint Powers Authority through a separate process from future Folsom Corporation Yard development.

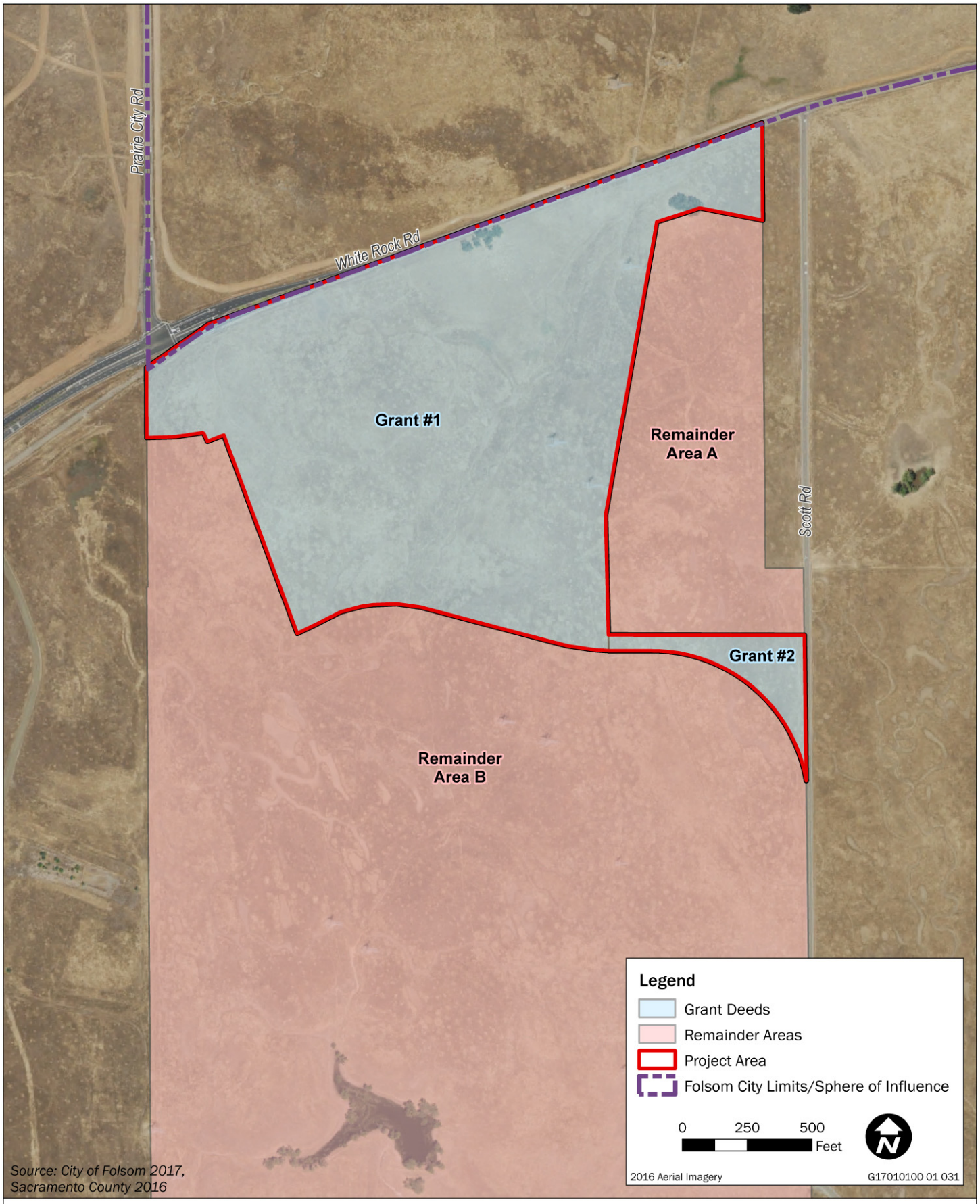


Exhibit 2-7 **Folsom Corporation Yard Parcel**

ASCENT ENVIRONMENTAL

2.6.2 Types of Uses and Facilities

As shown above in Table 2-1, the City currently has a wide variety of uses at the current corporation yard locations. These uses would be shifted over to the new site and the existing Leidesdorff Yard would be emptied and left unoccupied. The new yard would be used by the following City departments: Parks and Recreation, Public Works, and Utilities. Table 2-2 shows the existing staffing and facility needs and the anticipated needs at city buildout (approximately 2050).

Table 2-2 Facility Needs (Buildout-2050)

Space Component	Staff	Enclosed Office/Shop/ Warehouse SF	Exterior Covered SF	Exterior Open SF	Total SF
Parks and Recreation					
Park Maintenance	71	8,387	33,334	37,876	79,597
Public Works					
Street Maintenance	48	18,413	54,488	38,080	110,981
Transit	45	4,470	–	29,400	33,870
Fleet Management	24	31,717	1,190	16,940	49,847
Solid Waste					
Collections	59	4,100	–	319,902	324,002
Household Hazardous Waste	–	4,500	2,240	8,935	15,675
Transfer Station	–	52,500	–	201,360	253,860
Environmental and Water Resources (Utilities)					
Administration	2	1,167	–	–	1,167
Utility Maintenance	22	4,309	4,760	33,048	42,117
Wastewater	24	5,838	4,760	10,242	20,840
Water	14	3,187	–	8,534	11,721
Water Treatment Plan - Plant Maintenance	5	6,785	2,940	4,385	14,110
Common/Shared					
Office Support	–	7,920	560	111,818	120,298
Field/Shop Support	–	21,096	13,096	37,414	71,606
Total	**314**	**174,389**	**117,368**	**857,934**	**1,149,691**
Gross Building Area (GSF) (NSF @ 87.5%)	–	199,301	–	–	199,301
Total Yard Area	–	–	117,368	857,935	975,303
Site Circulation, Landscaping, Setback (@35%, 25%, 25%)	–	69,755	29,342	214,484	313,581
Total	–	**269,056**	**146,710**	**1,072,419**	**1,488,185**

Source: City of Folsom 2008

The new yard could also house facilities for other departments; however, at this time, no additional information is available to describe the potential area or types of facilities that could be needed. Therefore, this EIR does not include uses that are not explicitly described in the project description.

At buildout, the City estimates it would need 174,389 net square feet (nsf) of built space, including 38,739 nsf for office and support space, 27,155 nsf for warehouse and enclosed storage space, 27,155 nsf for shops and other specialized use spaces, and 52,500 nsf for a solid waste transfer station and material recovery facility. This EIR assumes that these amounts of facility space would be constructed by buildout of the corporation yard in 2050.

PARKS AND RECREATION

The City Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. Programs for residents of all ages include cultural arts, culinary arts, sports, fitness, and leisure activities. Major facilities include the Aquatic Center, Folsom City Zoo Sanctuary, Folsom Sports Complex, Folsom Community Center, Rodeo Park, more than 40 parks, and more than 50 miles of Class I multi-use trails located throughout the community.

The Park Maintenance Division is responsible for maintaining and caring for all City park facilities and grounds. The Municipal Landscape Services (MLS) Division manages the city's 26 lighting and landscape districts, as well as the city-wide contract for landscape maintenance of all miscellaneous public landscapes, street medians, etc. The Parks and Recreation Department splits its corporation activities between two primary corporation yards - one adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street (MLS) and the other adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road (Exhibit 2-3) (Park Maintenance). Both divisions would relocate primary operations to the new corporation yard location.

Space requirements for Park Maintenance and MLS include office and support areas for field crews and supervisors; crew assembly, locker, and shower facilities; an equipment repair shop for small tools, mowers and other small equipment, and irrigation equipment; warehouse storage for equipment, irrigation supplies, fertilizer and pesticides, building material, and maintenance tools and equipment; chemical mixing areas; tool and equipment wash facilities; material bins for sand, gravel, soil, and fibar; and parking for fleet vehicles, mowers, trailers, and mobile equipment.

Consolidation of Park Maintenance and MLS activities at a single corporation yard would improve operating efficiencies, facilitate maintenance crew dispatch, promote staff interaction and supervision, and reduce staff travel times between the two primary corporation yard locations. Even with consolidation, it is anticipated that Park Maintenance and MLS would continue to have some equipment and supply storage at each of its current locations to support community parks and maintenance activities near each. Staff, however, would not be permanently located at or assigned to either of these satellite locations.

PUBLIC WORKS

The City Public Works Department is responsible for design and management of capital improvement projects, storm drainage infrastructure system; providing collection and disposal of solid waste, recyclable material, green waste, electronic waste, household hazardous waste, and bulky items; and the maintenance of City-owned vehicles and equipment fleet and fuel system. The street maintenance division is responsible for the maintenance of City streets, roads, streetlights, traffic signals, and storm water drainage facilities. The transit division is responsible for managing the operation of the City's transit system, Folsom Stage Line, and Dial-A-Ride.

Fleet Management

Fleet management requires office and support space for a fleet maintenance manager and support staff; crew assembly, locker, and shower facilities; both heavy and light vehicle maintenance bays, some with lift and overhead crane capability; a vehicle prep and communication/radio installation and repair shop; welding, tire, brake, and machine shops; a parts warehouse; used fluid and scrap tire storage; and a steam cleaning bay. Vehicle wash and fueling facilities are also required. Bodywork, vehicle painting, and major vehicle repair services are contracted out to local repair, body, and paint shops.

The number of required maintenance bays is a function of both the number of fleet vehicles to be serviced and whether the maintenance shop operates in single or multiple shifts. The EIR assumes that the City would operate the maintenance shop in two shifts. Operating a second shift would reduce the total number of required bays and enable routine preventative maintenance to be completed during evening hours,

thereby not requiring any vehicle down time for preventative maintenance services. Operating two shifts would enhance operational efficiencies and reduce facility development costs.

As the City's fleet grows, so too will the number of vehicle maintenance mechanics. Although additional mechanics will be required, the requirement for additional vehicle maintenance bays can be minimized through operating multiple shifts.

Solid Waste

Solid waste requires office accommodations and support space (reproduction, filing, office supplies, and plan storage) for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; outside yard storage for solid waste, recyclable material, and green waste collection bins; and parking for solid waste fleet vehicles and trailers.

A household hazardous waste facility is required with accommodations for public drop-off. This facility would handle and dispose of antifreeze, batteries, oil, and paint and household hazardous waste. Parking for recycling trailers for use at large public venues, storage for recyclable material and products that can be sold directly to the public, used tire storage, white goods storage (refrigerators, washers, dryers, air conditioners), and storage for recycle carts and containers for use in local parks and public schools is also required. A small staff office and crew lockers/showers and assembly areas are required.

To improve operating efficiencies, reduce costs, and improve the quality of solid waste, recyclable material, and green waste collection and disposal services, the City would develop a solid waste transfer station and material recovery facility at the new corporation yard. Such a facility does not currently exist.

Street Maintenance

Street maintenance requires administrative office accommodations and support space (conferencing, reproduction, filing, office supplies, and plan storage) for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; specialty shops (asphalt/pavement, concrete, signs and markings, street lighting and traffic signals, and paint); warehouse and outside yard storage (material, signs, barricades, light and signal poles, light fixtures and lamp sets, and traffic signals), material bins (rock, sand, gravel, asphalt); material dump bins (street sweepers); and parking for various street maintenance fleet vehicles and mobile equipment items.

Transit

Transit requires office and support space for transit management and support staff; a secure fare room; lockers/showers and driver assembly spaces; dispatch and training rooms; and transit vehicle parking. Transit vehicle maintenance is provided by utilities – fleet maintenance.

ENVIRONMENTAL AND WATER RESOURCES

The City Environmental and Water Resources Department is responsible for providing and maintaining the City's water and sewer systems. The following utilities divisions would be located at the new corporation yard: utility maintenance, wastewater, water, and water treatment plant - plant maintenance as described below.

Utility Maintenance

Utility maintenance requires office and support space for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; a repair shop; a meter testing and repair shop; outside yard storage; material bins for rock, sand, gravel, and asphalt; material dump area; and fleet vehicle and equipment parking.

Wastewater

Wastewater requires office and support space for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; a repair shop; outside yard storage; and fleet vehicle and equipment parking.

Water

Water has office and support space requirements similar to other Utilities divisions, including office and support space for field crew supervisory and support staff; assembly, locker, and shower facilities; equipment and supply storage; and fleet vehicle and equipment parking. In addition, Water requires two testing labs. Extending water service to the FPASP area will result in an increase in Water staff, vehicles, and equipment.

Water Treatment Plant - Plant Maintenance

Water treatment plant - plant maintenance activities are currently located at the water treatment plant but could also be located at the City's corporation yard if space were available. Space requirements include office and support space for field crew supervisory staff; assembly, locker, and shower facilities; a repair shop includes a small equipment repair bay; storage for equipment, pesticides, and other materials; outside yard storage; and fleet vehicle and equipment parking.

COMMON/SHARED SUPPORT

A number of common, shared support areas are required to support the City's corporation yard and vehicle fleet. These common, shared areas include conference and training rooms; field crew assembly, locker, and shower facilities; a break room for office staff; a central mail room; recycling and trash storage; custodial supply storage; vehicle fueling and wash facilities, including a future alternative fuel station; a vehicle steam rack; a small equipment wash area; hazardous material storage; material bins for rock, sand, gravel, and asphalt; material dump bins for material collected from off-site work locations; a secure prison crew work and storage area; employee and visitor parking; motorcycle and bicycle parking; and general citywide warehouse storage for use by all City departments for the storage of equipment, furniture, supplies, and miscellaneous items the departments need to retain but do not have storage space for in their office environment.

2.6.3 Access

As described above, in Section 2.4.2, the SouthEast Connector is planned to use right-of-way centered around White Rock Road. While the ultimate plan for the SouthEast Connector includes an overpass at the Prairie City Road intersection with White Rock Road, the SouthEast Connector assumes an interim, Phase 1, alignment which would include shifting the intersection east and adding a frontage road connection from this intersection to Scott Road. Depending on when the corporation yard is built, there are multiple options for the City to provide access for its vehicles. They are, as follows:

- Access Option 1: If the corporation yard is built before Phase 1 of the SouthEast Connector, the City could connect to the existing Prairie City Road/White Rock Road intersection to create a "main gate" road that would curve from the intersection towards the corporation yard entrance. This would be done in a way to remain on land controlled by the City and avoid State property. The City would also add an emergency vehicle access only entrance off of Scott Road (see Exhibit 2-8).

- Access Option 2: If the SouthEast Connector is built first, the JPA may build their planned Phase 1 which would include realigning the Prairie City/White Rock Road intersection farther east along White Rock Road to the ultimate intersection connection and add a frontage road leading to the Scott Road intersection. In this case, the City could extend from the realigned intersection and realign Scott Road along the southern boundary of the corporation yard site to the new intersection. The frontage road would be abandoned, and Scott Road would be abandoned north of the realignment (see Exhibit 2-9).

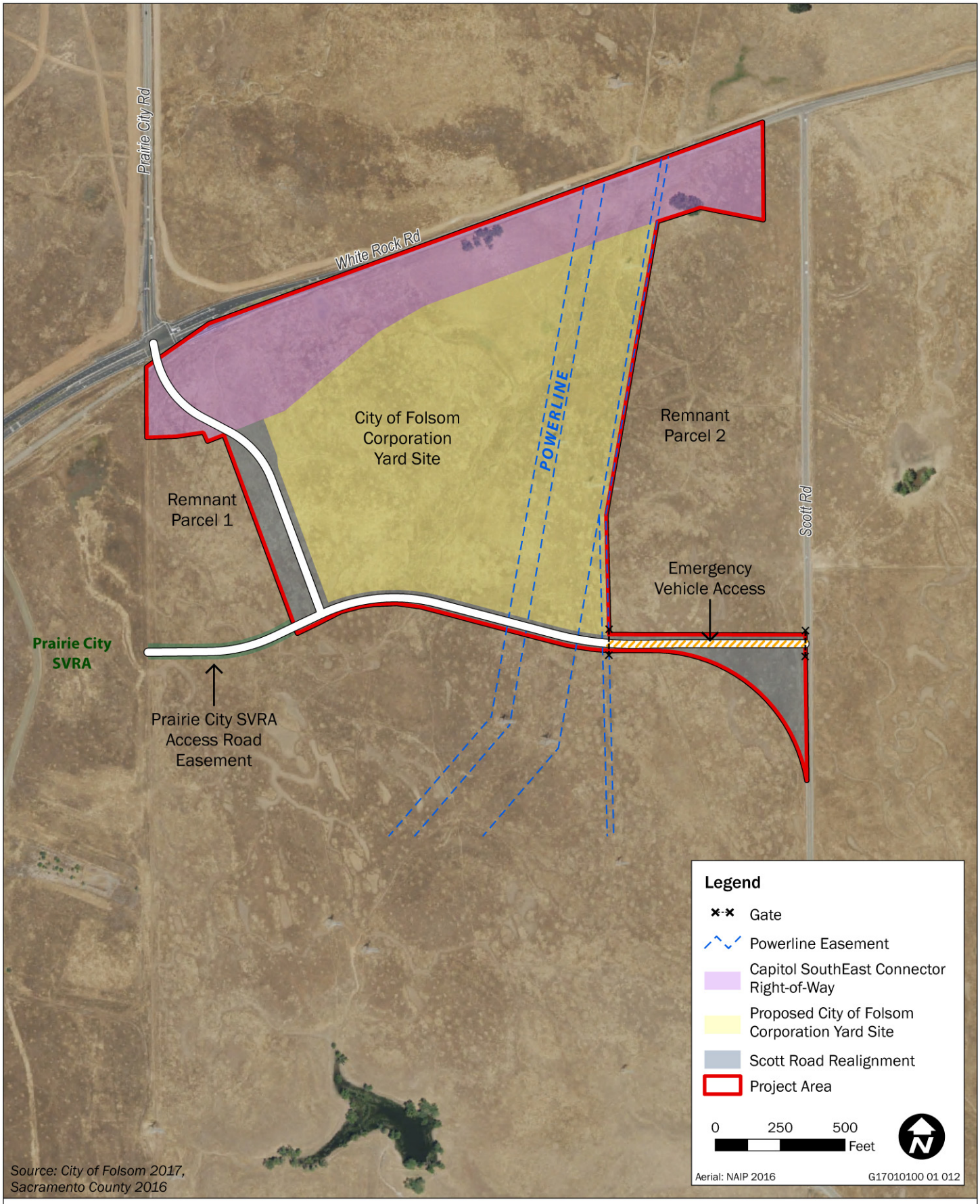


Exhibit 2-8

Access Option 1

ASCENT ENVIRONMENTAL

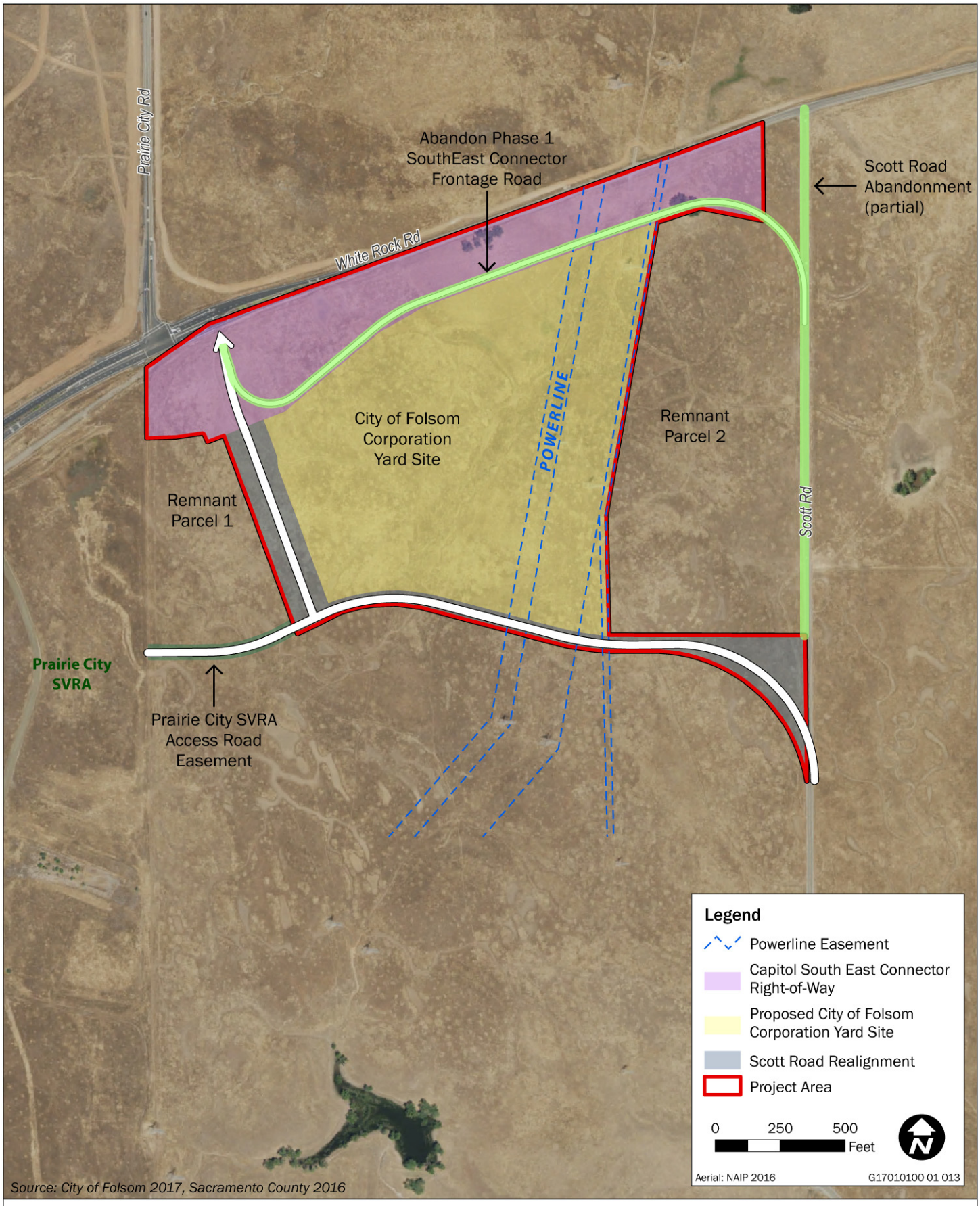


Exhibit 2-9

Access Option 2

ASCENT ENVIRONMENTAL

- Access Option 3a: If the SouthEast Connector is built first, knowing that the City plans to build their corporation yard at this location, the JPA could build their Phase 1 improvements within the right-of-way of the ultimate connection (from the realigned Prairie City Road intersection to the new Scott Road alignment). Option 3a assumes no overpass would be built (see Exhibit 2-10).

- Access Option 3b: Once the SouthEast Connector and corporation yard could be built out to the ultimate preferred plan, an interchange and realigned Scott Road would be functional. This is similar to option 3a, but with an interchange (see Exhibit 2-11).

This EIR analyzes the potential impacts related to all access scenarios.

2.6.4 Corporation Yard Design Principles

The City has developed a series of design principles meant to guide the future development of the corporation yard (City of Folsom 2008). The EIR assumes that any future plan for the corporation yard would incorporate these design principles. These include:

- All employee and visitor parking should be provided in a single parking lot adjacent to the office building entrance.

- A vehicle fueling station should be provided with access separate from the overall site, thereby allowing fleet vehicles to return throughout the day to refuel without having to traverse through the entire site. Fueling facilities should be separated from the remainder of the site through fencing and appropriate control gates to allow for the refueling of vehicles during evening and weekend hours without breaching the security of the entire site.

- An employee and visitor entrance and access point should be provided separate from entrances for corporation yard fleet vehicles. This separation of entrances will improve site security and facilitate the creation of separate zones, or site areas, for City and private vehicles, pedestrians, and material and equipment movement throughout the site.

- Fleet vehicle and equipment parking should be located as close as possible to each of the operations support facilities. Generally, vehicles of similar size (large, medium, or small) should be located together to maximize site layout efficiency and avoid excess circulation.

While the design for a future corporation yard would be based on the above principles, the exact design for the future corporation yard is unknown. The City is committed to designing a facility that reduces energy usage and meets qualifications for a LEED certification. The buildings would be industrial in nature and no more than two stories high.

- A one-way traffic circulation pattern through the corporation yard site should be created for City fleet vehicles, equipment, and materials. There should be a single entrance to the yard area and a separate exit. Security gates can be installed at each location for site security.

- The use of angle parking for the larger fleet vehicles should be maximized. Angle parking reduces circulation requirements and provides a safer environment for parking and moving vehicles. Ideally, parking stalls for larger fleet vehicles should be in a single aisle drive-through configuration that eliminates the need to back vehicles either into or out of a parking stall. This will reduce the risk of accidents that become more prevalent when it is necessary to back-up large vehicles. For the safety of vehicles, equipment, and staff, the backing of vehicles into or out of parking stalls should be avoided unless absolutely necessary.

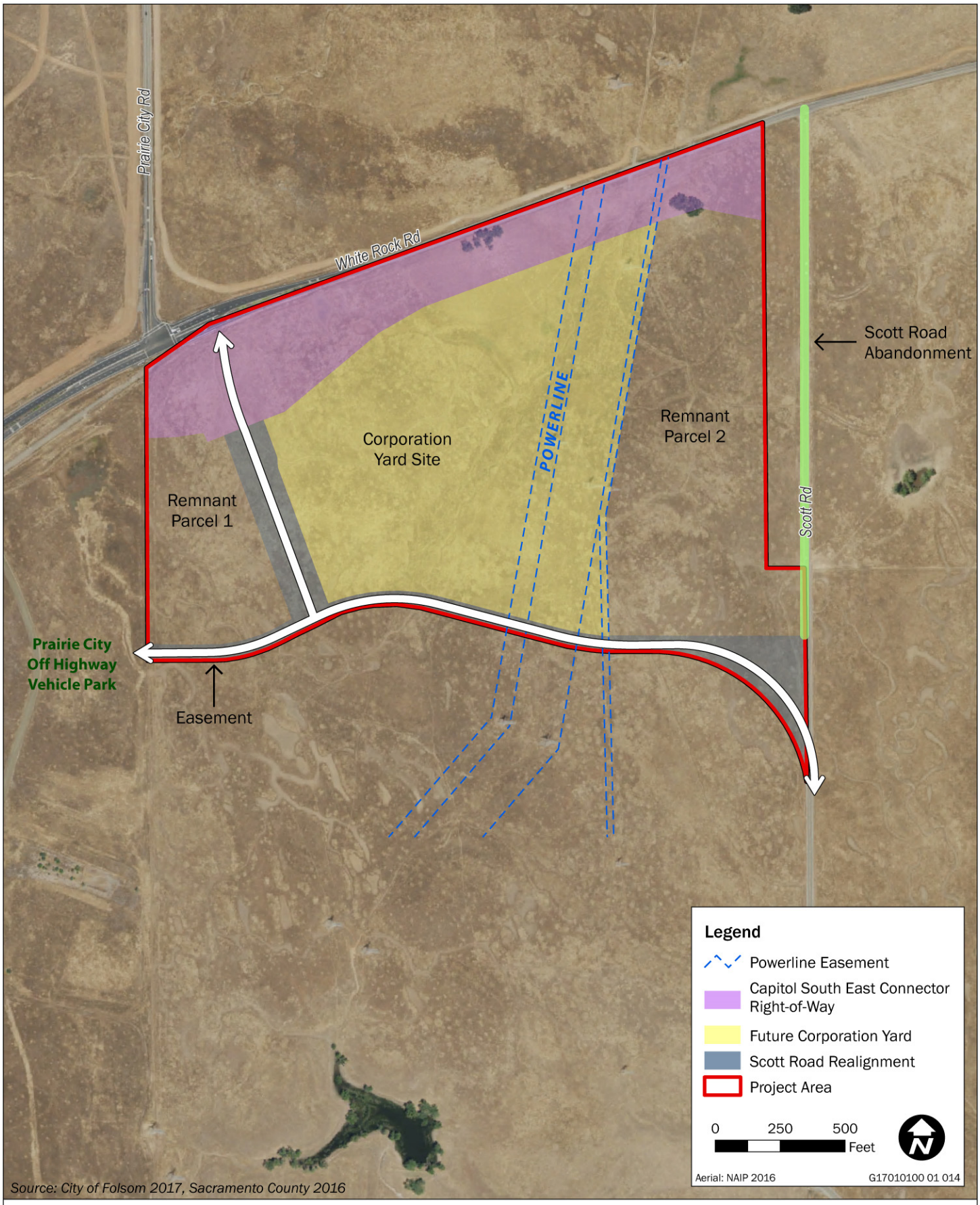


Exhibit 2-10

Access Option 3a

ASCENT ENVIRONMENTAL

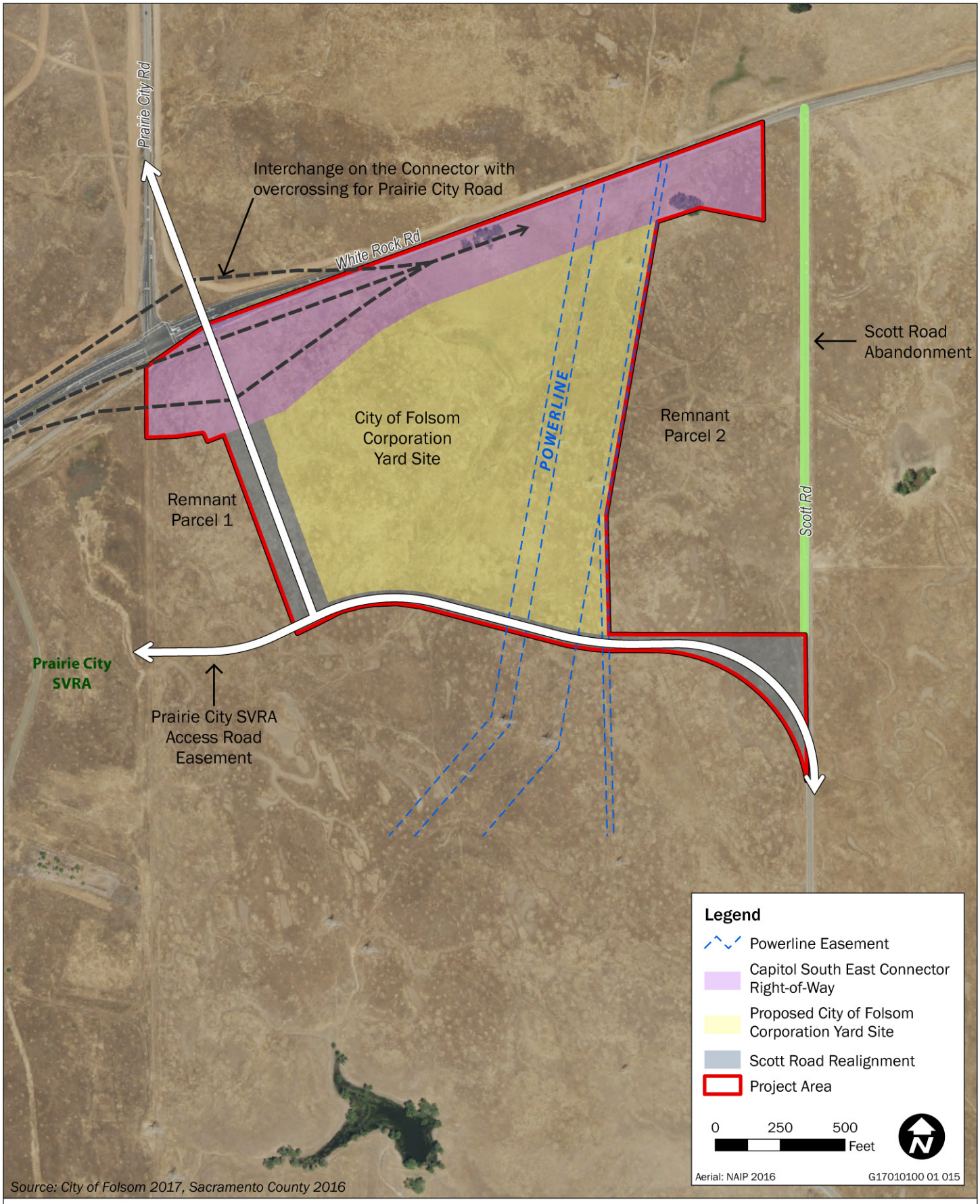


Exhibit 2-11

Access Option 3b

ASCENT ENVIRONMENTAL

- Vehicle steam and wash facilities should be located adjacent to the vehicle maintenance facility.
- An overhead crane is required over a number of the vehicle maintenance bays.
- Yard storage areas for each of the corporation yard occupants should be collocated to the maximum degree possible. Depending on distinct departmental requirements, adjoining areas for each department can be fenced off, each with separate access points, to improve security.
- Field operations shop, warehouse, and work areas should be located in close proximity to the crew lockers and assembly areas. This will minimize walking distances.

2.6.5 City's Fleet

The corporation yard would house the City's current, and anticipated future, fleet of vehicles (Table 2-3). Equipment stored at the current corporation yards includes approximately 12 transit buses and vans, three vacuum trucks; five street sweepers; three fork lifts; three boom trucks; two tractor trailers; two asphalt machines; one dump truck; two water trucks, and two fleet response service vehicles (Nugen, pers. comm., 2015). The City also would locate its solid waste collection fleet at the new corporation yard, consisting of 36 diesel-powered solid waste collection trucks (Kent, pers. comm. 2015). Four to six fuel pumps—gasoline, diesel, and potentially compressed natural gas (CNG)—would be located at the corporation yard, as well as 16 bay repair stations for vehicle repair and maintenance. The City estimates that approximately 50 to 60 trucks would enter or leave the corporation yard each day (Nugen, pers. comm., 2015).

Table 2-3 City of Folsom Corporation Yard Fleet Vehicles

Types of Vehicles	Current	Buildout*
Sedan/SUV/Pick-Up/Van	60	78
Heavy Duty Truck	47	61
Motorcycle	1	1
Tractor	7	9
Trailer	13	17
Utility Truck	6	8
Bus	11	14
Total	**145**	**188**

Note: *buildout fleet estimated by multiplying existing fleet by 1.3

Source: Nugen, pers. comm., 2017

The City is planning to begin retiring combustion engine vehicles and replacing them with natural gas and/or electric vehicles. This would be done with or without a move to a new corporation yard site; therefore, the EIR assumes that 25 percent of the future fleet would be powered through renewable/"clean" sources.

2.6.6 Utilities

There are currently no water, wastewater, or drainage facilities. The City would extend utilities from the FPASP area across to the corporation yard site and all utilities would be provided by the City of Folsom, including water, wastewater, drainage/stormwater, solid waste, etc. The Sacramento Municipal Utility District (SMUD) will provide electricity to the project site and Pacific Gas and Electric (PG&E) will provide gas.

2.6.7 Construction Schedule

If the SOIA, general plan amendment, prezone, and annexation are approved, the City anticipates it would begin construction no sooner than 2021 and likely, not until 2024. Construction is anticipated to last 24 months and include the following construction phases:

- excavation/shoring,
- utilities installation,
- building construction,
- Scott Road realignment,
- paving, and
- Scott Road abandonment.

2.6.8 Construction Methods and Equipment

Construction equipment anticipated to be used throughout the various phases of construction includes the following:

- concrete/industrial saw,
- rubber tired or track dozer,
- tractors/loaders/backhoes,
- excavators,
- bobcats,
- drill rig,
- off-highway trucks,
- grader,
- scraper,
- crane,
- tower crane,
- man-lift,
- boom lift,
- construction elevator,
- scissor lift,
- forklift,
- concrete trucks,
- concrete pump trucks,
- asphalt spreader,
- roller/compactor,
- generator set,
- welding machine,
- compressor,
- haul trucks, and
- painting equipment.

Where feasible and available, diesel construction equipment would be powered by Tier 3 or Tier 4 engines as designated by the California Air Resources Board and the U.S. Environmental Protection Agency. In addition, if available for on-site delivery, diesel construction equipment would be powered with renewable diesel fuel that is compliant with California's Low Carbon Fuel Standards and certified as renewable by the California Air Resources Board Executive Officer.

Although not anticipated, it is possible that periods of nighttime construction may be needed. A distinction is made between nighttime construction indoors, within the building after walls and windows are in place, and outdoor construction activities that are not enclosed by the partially completed building. Indoor construction activities, such as installing wiring, drywall, and carpet, would be permitted during nighttime hours. To ensure a comprehensive evaluation of potential environmental effects, this EIR assumes the potential for limited outdoor nighttime construction activity.

The project would implement Sacramento Metropolitan Air Quality Management District's (SMAQMD's) Basic Construction Emission Control Practices in accordance with SMAQMD requirements to minimize diesel PM and NO_X emissions. In accordance with SMAQMD guidance (SMAQMD 2009), the measures and quantifiable mass emission reductions are included below:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads (55 percent reduction in fugitive dust emissions).
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour.
- All roadways, driveways, sidewalks, parking lots to be paved should completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used (9 percent reduction in fugitive dust).
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

2.6.9 Use of Current Corporation Yard Site

If the project is approved, at the time detailed site plans are developed and approved, the City would move and consolidate the existing corporation yard activities to the new site. The Leidesdorff Yard would not house any corporation yard activities. The City has no current plans for using the site if the corporation yard activities are moved to the new site. Once the new corporation yard becomes operational, the City would begin a public process of reviewing possible other uses for the Leidesdorff Yard site. This document assumes that no additional uses would be allowed at the Leidesdorff Yard site until, and unless, the City conducts a public planning and outreach process and associated environmental review of any potential reuse of that site.

2.7 REQUIRED DISCRETIONARY ACTIONS

Project approval requires the lead agencies (and responsible agencies) to approve the project or project components, issue required permits, or affirm compliance with agency requirements. LAFCo and the City of Folsom are the co-lead agencies for the Folsom Corporation Yard SOIA/Annexation project. A lead agency, as defined in Section 15367 of the State CEQA Guidelines, is "the public agency that has the principal responsibility for carrying out or approving a project."

2.7.1 Sacramento LAFCo

CORTESE-KNOX-HERTZBERG LOCAL GOVERNMENT REORGANIZATION ACT

Local agency formation commissions are state-mandated quasi-judicial county-wide commissions who have the sole discretion to approve, modify and approve, or disapprove boundary changes of cities and special districts, the formation of new agencies, including the incorporation of new cities and districts, and the

consolidation or reorganization of special districts and or cities as provided for under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. LAFCos are charged to ensure the orderly formation of local governmental agencies, to preserve agricultural and open space lands, and to discourage urban sprawl.

An SOI is defined under California Government Code Section 56425 as a plan for the probable physical boundary and service area of a local governmental agency. This includes areas adjacent to the existing service area of the jurisdiction where services might be reasonably be expected to be provided in the next 20 years.

Annexations are defined under California Government Code Section 56017 as the "inclusion, attachment, or addition of territory to a city or district."

REORGANIZATION

The project would involve SOIAs for both the City of Folsom SOIA and Sacramento Regional County Sanitation District's (Regional San's) SOI and annexation of the project site (57.8 acres) from Sacramento County into the City of Folsom (see Exhibit 2-2). Sacramento LAFCo is the lead agency for the SOIAs and is a responsible agency under CEQA for the following associated reorganizations within the project area. These discretionary actions include:

- annexation to City of Folsom territory,
- annexation to Sacramento Regional County Sanitation District
- detachment from Sacramento Regional Solid Waste Authority
- detachment from Sacramento Metropolitan Fire District (fire protection and emergency services),
- detachment from County Service Area No. 1 (street and highway lighting),
- detachment from County Service Area No. 10 (enhanced transportation services),
- detachment from Wilton Cosumnes Park and Recreation Area (County Service Area 4B),
- detachment from Zone 13 of the Sacramento County Water Agency Zone 13, and
- detachment from Sloughhouse Resource Conservation District.

Potential environmental and policy issues associated with the proposed annexations and detachments are addressed in Chapter 6, *Reorganization.*

2.7.2 City of Folsom

The City of Folsom is the lead agency for approving the general plan amendment which would designate the project site as Public/Quasi-Public Facility. The City is also the lead agency to approve prezoning the site as Industrial.

2.7.3 Actions of other Agencies

As described in Section 1.1.2, *Responsible and Trustee Agencies,* other agencies may use this Draft EIR to assist them in making decisions related to this project.

3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

3.0 FORMAT OF THE ENVIRONMENTAL ANALYSIS

Sections 3.1 through 3.12 of this Draft EIR disclose the potential environmental impacts that could result from the approval of the Folsom Corporation Yard Sphere of Influence Amendment (SOIA) and annexation (SOIA/annexation). Each section begins with descriptions of the pertinent environmental and regulatory settings. The setting description in each section is followed by an impacts and mitigation discussion. The degree to which the identified mitigation measure(s) would reduce the impact is also described.

Environmental Setting

According to Section 15125 of the State CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions near the project to provide the "baseline condition" against which project-related impacts are compared. The baseline condition is typically the physical condition that exists when the Notice of Preparation (NOP) is published. The NOP for the Folsom Corporation Yard SOIA/annexation was published on November 8, 2017. This baseline condition is used in the environmental impact analysis.

The proposed Folsom Corporation Yard SOIA/annexation would expand the City of Folsom's current sphere of influence boundary, amend the City of Folsom General Plan, and prezone the project site for industrial use. Approval of this project would not include any physical development. Future development of the project site as a corporation yard would need to undergo a separate environmental review process. While this project would not include any entitlements for physical development, it would remove several barriers to developing the site as a future corporation yard for the City of Folsom.

Regulatory Framework

This section describes the federal, State, and local regulations that would apply to the project and that could reduce or eliminate potentially significant impacts. This section also informs the reader of the applicable Sacramento County and City of Folsom General Plan policies.

Environmental Impacts and Mitigation Measures

This section includes subsections that describe the methodology used in the analysis, the thresholds used to determine impact significance, and an impact analysis. The significance criteria are based on the environmental checklist in Appendix G of the State CEQA Guidelines; best available data; and regulatory standards of federal, state, and local agencies. The potential impacts of the Folsom Corporation Yard SOIA/annexation are determined by comparing the project to the baseline condition, as described in the environmental setting, considering the established thresholds. Project impacts are numbered sequentially in each section (e.g., Impact 3.1-2, Impact 3.1-2, Impact 3.1-3). A summary precedes a more detailed discussion of the environmental impact. The discussion includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. The determination of level of significance of the impact is defined in bold text.

The impact analyses are generally two-fold. The analyses first consider the effects of implementing the project itself (i.e., the SOIA/annexation), then consider the anticipated effects of removing barriers to the City designing and building a future corporation yard at this site. Although development is not proposed at this

time, this additional analysis serves to inform readers and decision makers about the impacts that can be reasonably anticipated to result from approval of the SOIA/annexation project.

Where an existing law, regulation, or permit specifies mandatory and prescriptive actions about how to fulfill the regulatory requirement as part of the project definition, leaving little discretion in its implementation, and would avoid an impact or maintain it at a less-than-significant level, the environmental protection afforded by the regulation is considered before determining impact significance. Where existing laws or regulations specify a mandatory permit process for future projects, performance standards without prescriptive actions to accomplish them, or other requirements that allow substantial discretion in how the they are accomplished, or have a substantial compensatory component, the level of significance is determined before applying the influence of the regulatory requirements. In this circumstance, the impact would be potentially significant or significant, and the regulatory requirements would be included as a mitigation measure.

Mitigation measures are provided where potentially significant impacts are identified. The measures are numbered to correspond with the impacts they mitigate. In accordance with Public Resources Code Section 21081.6(b), mitigation measures must be fully enforceable through permit conditions, agreements, other legally binding instruments, or by incorporating the measures into the project design.

Please note that this EIR considers the potential impacts of a corporation yard being built at the project site without considering the current operations at the Leidesdorff Yard or other smaller operations. Therefore, the discussion of impacts in this EIR is conservative as it does not give any credit or offset for the closing of the Leidesdorff Yard site. If, when the City conducts additional environmental review during the design and approval of a future corporation yard, the City can show through substantial evidence that impacts would be less due to the removal of uses from the Leidesdorff site, this would be indicated in the environmental review document and reflected in updated mitigation measures. This would apply for impacts related to the region as a whole (air quality and greenhouse gas emissions) and not for site-specific impacts (aesthetics, agriculture, biological resources, cultural and tribal cultural resources, energy, hazards and hazardous materials, hydrology and water quality, noise and vibration, transportation and circulation, and utilities and service systems).

References

The full references associated with the parenthetical references found throughout Sections 3.1 through 3.12 can be found in Chapter 9, *References*, organized by section number.

3.1 AESTHETICS

This section provides a description of existing visual conditions, meaning the physical features that make up the visible landscape, near the Folsom Corporation Yard SOIA/annexation area and the surrounds. The effects of the project on the visual environment are generally defined in terms of the project's physical characteristics and potential visibility, the extent to which the project's presence would change the perceived visual character and quality of the environment, and the expected level of sensitivity that the viewing public may have where the project would alter existing views. The "Analysis Methodology" discussion below provides further detail on the approach used in this evaluation.

Comments received on the notice of preparation regarding aesthetics included concerns regarding changes to visitor views from the Prairie City State Vehicular Recreation Area (Prairie City SVRA) and changes to Scott Road as a scenic corridor.

3.1.1 Environmental Setting

CONCEPTS RELATED TO SCENIC RESOURCES

Visual changes, and whether they are considered adverse, are highly subjective. One person may conclude that any change in a pleasing visual setting is adverse. Others may find the same changes to be acceptable or even an improvement. Further, there are few formal tools available to evaluate changes to the visual environment and conclude significance. This discussion uses general terms and concepts that draw upon the methodologies of the U.S. Forest Service (1995) and the Federal Highway Administration (1981), two of the relatively few public agencies that have formalized visual resource assessment.

In this section, the viewshed is comprised of short-, medium-, and long-range views. Short-range views include the immediate foreground (from 0 feet to approximately 300 feet). Medium-range views include everything within the viewer's general vicinity (from approximately 300 feet to about 0.5 mile). Long-range views are anything further than 0.5 mile from the viewer. A scenic vista is a location from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth.

Scenic or visual resources can include both the natural and built features of the landscape that contribute to the experience and appreciation of the environment by the general public. Therefore, the landscape is understood to include the built environment (i.e., developed features), the natural environment (i.e., undeveloped land in its natural state), and the managed environment (i.e., agriculture and any other use where vegetation provides the dominant visual character, but the uniformity required by farming and the associated infrastructure keep the landscape from appearing completely natural).

Visual Quality

Visual quality is defined as the overall visual impression or attractiveness of an area as determined by the landscape characteristics, including landforms, rock forms, water features, and vegetation patterns. The attributes of line, form, and color combine in various ways to create landscape characteristics whose variety, vividness, coherence, uniqueness, harmony, and pattern contribute to the overall visual quality of an area.

Viewer Exposure

Viewer exposure addresses the variables that affect viewing conditions from potentially sensitive areas. Viewer exposure considers the following factors:

- landscape visibility;
- the proximity of viewers to the project;

- whether the project would be viewed from above, below, or from a level line of sight;
- whether the line of sight is open and panoramic to the project site or restricted by terrain, vegetation, and/or structures;
- the duration that the project site would be visible to a particular viewer; and
- whether the view is publicly accessible, with large numbers of viewers, or is a private view and experienced by a small number of viewers.

Viewer Sensitivity

Viewer sensitivity is the overall measure of the variable receptivity of viewers to adverse visual changes in an existing landscape. Individuals have varying degrees of sensitivity to changes in visual conditions, often depending on the character of the land use from which they are viewing the scene and the overall visual characteristics of the place. In areas of more distinctive visual quality, such as designated scenic roads, parks, and recreation and natural areas, viewer sensitivity is characteristically more pronounced. In areas of more indistinctive visual quality or visual quality that is generally representative of the setting, sensitivity to change tends to be less pronounced. This analysis of viewer sensitivity is based on the combined factors of visual quality before and after project implementation, viewer types and numbers of viewers, and visual exposure to the project.

Viewer sensitivity is considered in assessing the impacts of visual change and is a function of several factors. The sensitivity of the viewer or viewer concern is based on the visibility of resources in the landscape, proximity of the viewers to the visual resource, elevation of the viewers relative to the visual resources, frequency and duration of views, number of viewers, and types and expectations of individuals and viewer groups.

Light Pollution

Views of the night sky can be an important part of the natural environment, particularly in communities surrounded by extensive open space. Light pollution refers to all forms of unwanted light in the night sky, including glare, light trespass, skyglow, and over-lighting.

The terms “glare” and “skyglow” are used in this analysis to describe the visual effects of lighting. Glare is direct exposure to bright lights. Light that is either emitted directly upward by luminaires or reflected from the ground is scattered by dust and gas molecules in the atmosphere, producing a luminous background known as skyglow. Skyglow is highly variable depending on immediate weather conditions, quantity of dust and gas in the atmosphere, amount of light directed skyward, and the direction from which it is viewed. In poor weather conditions, more particles are present in the atmosphere to scatter the upward-bound light (National Lighting Product Information Program 2007).

EXISTING VISUAL CHARACTER

Regional Viewshed

Visual Character of the Project Site

The project site consists mainly of grassland and is located at the southeast corner of Prairie City Road and White Rock Road, just west of Scott Road in Sacramento County, California. The project site has gentle rolling hills throughout the site but, otherwise, has little topography. There are no buildings located on the project site, however there are several trees on the site close to White Rock Road. High voltage electrical transmission lines traverse the site from north to south, creating an interruption to an otherwise natural viewshed.

Visual Character of the surrounding area

Neighboring the project site is the Prairie City SVRA. This area is a park designed for motorcycles, all-terrain vehicles, four-wheel drive vehicles, and other off-road vehicles. While some portion of the SVRA is also open grassland, built-up portions of the park consist of cross-country trails, competitive and practice tracks, and park facilities (bathrooms, offices, etc.). The topography of the Prairie City SVRA is consistent with that of the project site having flat, open grasslands with gentle hills throughout (State Parks 2016). The surrounding area also consists of relatively flat topography with patches of tree groves scattered throughout. The grasslands are consistent with those on the project site. To the north of the project site, the transmission lines continue over rolling grassland. While currently vacant, this area is slated for development and the potential impact on the loss of visual character of this site has been analyzed in the Folsom South of U.S. 50 Specific Plan Project EIR/EIS, certified in 2011.

Views of the Site and Likely Viewers

Public views of the site are currently available to drivers along White Rock Road and Scott Road and to visitors to the SVRA. Both White Rock Road and Scott Road have very little shoulder and are not conducive to pedestrian travel. Therefore, the likely viewers are travelers in motor vehicles. Exhibit 3.1-1 shows the locations of viewpoints near the site. View 1 shows the view from a car looking northwest towards the site from Scott Road (Exhibit 3.1-2). A slight hill impedes the background views; however, the power lines are still visible. Exhibits 3.1-3, 3.1-4, and 3.1-5 show views from White Rock Road. As stated previously, while the visual character of the site is mainly grassland, the view is broken by transmission lines (View 2, Exhibit 3.1-3). A traveler may see, in the foreground, views of barbed wire fences, grasslands in the middle to background, and high-voltage electrical transmission lines in the fore to background views (View 3, Exhibit 3.1-4). In the far background view, there are tree groves and slight hills (View 4, Exhibit 3.1-5). This area is part of a large stretch of undeveloped land along Scott Road and White Rock Road. While the transmission lines detract from its unity and intactness, this still could be considered a scenic vista.

Exhibit 3.1-5, 3.1-6, and 3.1-7 show views from the central portion of Prairie City SVRA. Viewers at the SVRA are recreationists. They may be out for a walk, riding an off-road vehicle, or watching a competition. View 4 is from a central overlook which has a higher elevation than other portions of the SVRA. From there, the project site can be seen in the background, along with views of moving vehicles along White Rock Road. View 5 shows a view from the main loop road. The project site is harder to see from this vantage point because of the topography of the site. View 6 was taken at a special event entrance which could be used by walkers during non-special events. It is hard to see the project site from this location because of a hill between the entrance roadway and the site.

Light and Glare Conditions

The project site is currently vacant as is most of the surrounding area. The normal sources of light and glare come from buildings, street lights, and other urban uses. However, most of these sources are located away from the project site and do not create much light or glare onsite.

Natural and artificial light reflect off various surfaces and can create localized occurrences of daytime and nighttime glare. Buildings and structures made with glass, metal, and polished exterior roofing materials do not exist on the project site so there are no reports of excess daytime or nighttime light and glare.

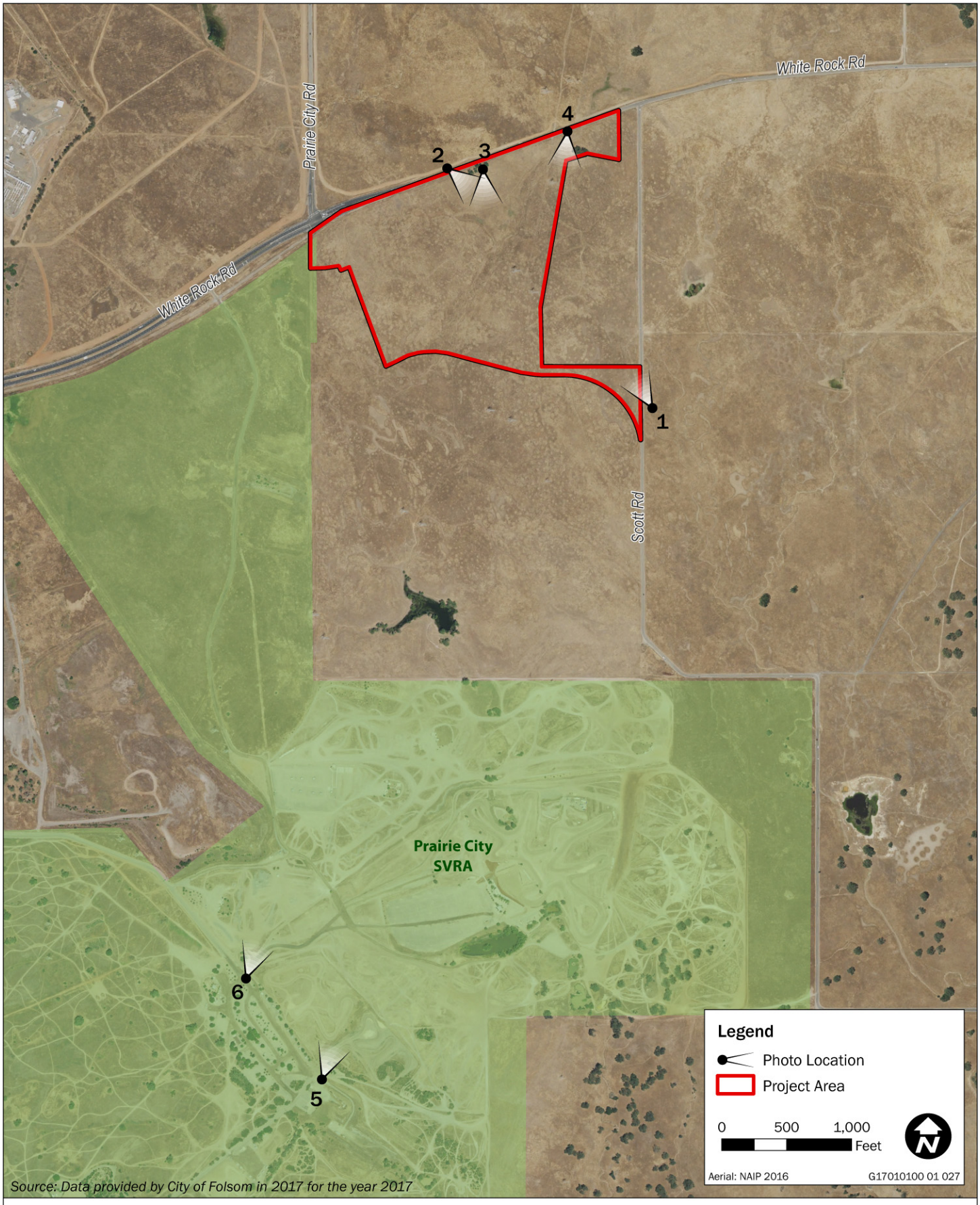


Exhibit 3.1-1 **Viewpoints**

Exhibit 3.1-2 **View 1 - from Scott Road Looking Northwest**

Exhibit 3.1-3 **View 2 - from White Rock Road Looking towards Southeast at Trees**

Source: Google 2017

Exhibit 3.1-4 **View 3 - from Gate Looking South**

Exhibit 3.1-5 **View 4 – from Central North of the Project Site Looking Southeast**

Exhibit 3.1-6 View 5 - from Overlook Near Motocross Practice Tracks Looking Northeast

Exhibit 3.1-7 View 6 - from Road Looking Northeast Over The 4x4 Obstacle Course

3.1.2 Regulatory Framework

FEDERAL

No federal plans, policies, regulations, or laws apply to the project.

STATE

California Scenic Highway Program

The California Department of Transportation administers the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from change that would affect the aesthetic value of the land adjacent to highways. There are no State designated scenic highways located in viewing distance of the project site. The nearest scenic highways are U.S. Highway 50, east of Placerville (more than 20 miles from the site) and State Routh 160 (approximately 24 miles southwest of the project site).

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies would apply. While the LAFCo policies would also apply to the project site, LAFCo does not have policies regulating aesthetics. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policies from the Sacramento County General Plan (Sacramento County 2011) are applicable to the project:

- **Policy LU-31:** Strive to achieve a natural nighttime environment and an uncompromised public view of the night sky by reducing light pollution.
- **Policy CI-53:** Roadway improvements along established scenic corridors shall be designed and constructed so as to minimize impacts to the scenic qualities of the corridor.
- **Policy CI-58:** Continue to provide scenic corridor protection for Scott Road from White Rock Road south to Latrobe Road, Michigan Bar Road, and Twin Cities Road from Highway 160 east to Highway 99.

Sacramento County Zoning Code

Title 1 (General Provisions) of the Zoning Code contains standards requiring that illumination of buildings, landscaping, signs, and parking and loading areas be shielded and directed so that no light trespasses onto adjacent properties. Title III (Use Regulations and Development Standards) requires that lighting is be directed away from residential areas and public streets so that glare is not produced that could impact the general safety of vehicular traffic and the privacy and well-being of residents.

City of Folsom General Plan

The following policies from the City of Folsom General Plan (City of Folsom 1993) are applicable to the project:

- **Policy 16.2:** Public facilities, such as utility substations, water storage or treatment plants, pumping stations, and sewer treatment plants, should be located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not negatively impact nearby land uses. Building materials and landscaping shall be used to make these land uses less visually obtrusive from neighboring properties.

3.1.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

Aesthetic impacts were evaluated by comparing the expected visual changes that development of a future corporation yard would make against the existing visual character of the site. Visual character is defined narrowly to include only analysis of viewsheds, physical site characteristics, and lighting. There is no design for development at this site, so this analysis considers only how development could potentially change the views and visual character. It does not include an evaluation of corporation yard design. The analysis assumes that open spaces and rural areas are typically of higher visually quality than urban areas because of the visual character's preservation of visual continuity (the blending of visual elements) and farther horizon of sight.

The analysis focuses on views of the project site from offsite sensitive receptors and public viewpoints. In determining the extent and implications of the anticipated visual changes, consideration was given to:

- existing visual qualities of the affected environment and specific changes in the visual character and qualities of the affected environment;
- the visual context of the affected environment;
- the extent to which the affected environment contains places or features that provide unique visual experiences or that have been designated in plans and policies for protection or special consideration; and
- the sensitivity of viewers, access of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities affected by the project-related changes.

It should be noted that an assessment of visual quality is a subjective matter, and reasonable people can disagree as to whether alteration of visual character would be adverse or beneficial. For this analysis, a conservative approach was taken, and the potential for substantial change to the visual character of the project site is generally considered a significant impact.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, a visual resource impact is considered significant if implementation of the project would do any of the following:

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

ISSUES NOT DISCUSSED FURTHER

As described in Chapter 2, Project Description, the project has three potential access options. The evaluation of aesthetics would not be affected by these options. Therefore, this is not discussed further in this section.

There are no scenic highways in viewing distance of the project site. Therefore, there is no impact related to substantially damaging scenic resources within a state scenic highway and this topic is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Substantially adversely affect a scenic vista

The project would reduce the barriers preventing future development of the site, which could lead to the construction of a corporation yard within the viewshed of Scott Road and a rerouting of Scott Road. Because this would alter lands within a scenic vista in a locally designated scenic corridor, this impact would be **significant**.

The project site is part of the viewshed from Scott Road. Sacramento County considers the view of grasslands and grazing cattle along this roadway to be a scenic resource. If the SOIA/annexation is approved, barriers to developing the site for a future City of Folsom corporation yard would be removed. A future corporation yard would consist of urban development, paved areas, and landscaping. In addition, the project anticipates the rerouting of Scott Road and the abandonment of a section of Scott Road from the White Rock intersection to the new section. While the SouthEast Connector JPA anticipates that Scott Road would need to be realigned when White Rock Road is improved as an expressway (SouthEast Connector JPA 2016), the anticipated change to the configuration and alignment of intersections was not anticipated to result in a significant visual impact.

The City anticipates that Scott Road would need to be aligned south of the corporation yard site to improve access for the corporation yard and enhance the SouthEast Connector's anticipated roadway improvements. Until the SouthEast Connector is built, the City may choose to keep Scott Road in place (see Access Option 1 in Chapter 2, Project Description). While this would reduce some of the impact to the Scott Road scenic corridor, this is anticipated to be a temporary access scenario.

Development of a future corporation yard, along with realignment of Scott Road to be closer to the corporation yard, would remove some elements along this alignment that contribute to the current view's scenic qualities. In addition, the road would be moved closer to development and away from the scenic elements of grasslands that contributed to Sacramento County designating this roadway as a scenic corridor. Because the loss of scenic vista would be permanent and would detract from the elements contributing to a scenic corridor at this location, this would be a **significant** impact.

Mitigation Measure 3.1-1: Design future corporation yard to soften visual impact.

At the time the City proceeds with development of the site, the City will coordinate with Sacramento County to review design plans to ensure that appropriate landscaping and other best management practices (natural or naturally-colored building materials, berms, trees, attractive fencing, etc.) that can screen and soften views of corporation yard development to travelers along Scott Road to the degree feasible. At a minimum, the City will demonstrate how design measures were considered and determined to be feasible/infeasible based onsite conditions.

Significance after Mitigation

Complying with Mitigation Measure 3.1-1 would require the City soften the visual impact of the corporation yard development to the degree feasible. However, it is unknown whether specific design measures are available that could minimize the impact to a less-than-significant level. Because the scenic vista would be irretrievably changed even with implementation of mitigation, the impact would remain **significant and unavoidable**.

Impact 3.1-2: Substantially degrade the existing visual character or quality of the site and its surroundings.

The project would change the existing views on the site from open space grasslands to a more industrial setting. Future construction onsite would cause the removal of grasslands and of trees and introduce urban development in an area which is generally natural and could degrade the visual character or quality of the site. This impact would be **potentially significant**.

Implementation of the project would lead to the removal of grasslands on the project site and the construction of an urban industrial area. This would be a substantial change from the visual character of the site and current surrounding area. In general, change does not necessarily cause the visual character to degrade. However, most reasonable people can agree that industrial development provides a lower quality scenic view compared to grasslands and natural areas, even with transmission lines located onsite. While the surrounding area to the north is current approved for urban development and this area will be transitioning the whole visual landscape of the area over 10-20 years, the project site still retain a relatively natural visual landscape. Its potential development with urban industrial uses in absence of other surrounding urban development could be considered as substantial change to the visual character and quality of the site. This would be a **potentially significant** impact.

Mitigation Measure

Implement Mitigation Measure 3.1-1.

Significance after Mitigation

Complying with Mitigation Measure 3.1-1 would require soften the visual impact of the corporation yard development to the degree feasible. However, it is unknown whether specific design measures are available and that could minimize the impact to a less-than-significant level. Because the visual character and quality of the site would be irretrievably changed even with implementation of mitigation, the impact would be **significant and unavoidable.**

Impact 3.1-3: Create new source of light or glare

The project would lead to the construction of urban buildings on the site. While the City has a policy reduce light and glare impacts offsite, no specific measures are included that would ensure lighting from the site would not trespass to offsite areas and adversely affect travelers and future neighbors of approved developments. This impact would be **potentially significant**.

The project site is currently undeveloped as are the surrounding areas. Given the lack of development in the surrounding area, there are currently no sources of light or glare in the area. City of Folsom Policy 16.2 states that public facilities be "located, designed, and maintained so that noise, light. glare. or odors associated with these facilities will not negatively impact nearby land uses. Building materials and landscaping shall be used to make these land uses less visually obtrusive from neighboring properties." This site was chosen to locate the future corporation yard and its day-to-day activities apart from sensitive uses. While no design or facility layout is currently proposed, the future corporation yard would be more than 1,000 feet from the nearest planned residential or commercial uses. Nonetheless, the details of site lighting and building materials is currently unknown and it is possible that structures could contain metals or glass that could cause daylight glare, or include lighting that could trespass on surrounding roadways. While compliance with the City's lighting policies would minimize impacts, it is unknown if these impacts would be reduced to less-than-significant levels. Construction of the corporation yard is not anticipated to occur at night, therefore, no lighting would be needed that might trespass on surrounding roadways. This would be a **potentially significant** impact.

Mitigation Measure 3.1-3a: Conform to Construction Lighting Standards.

The City shall limit construction to daylight hours to the extent possible. If nighttime lighting or construction is necessary, the City shall ensure that unshielded lights, reflectors, or spotlights would not be directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, the City shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts.

Mitigation Measure 3.1-3b: Design development to reduce lighting and glare.

The City shall design the lighting at the project site to include the following minimum requirements:

- outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties; and
- flood or spot lamps installed shall be aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any offsite residential property or public roadway.

Significance after Mitigation

Complying with Mitigation Measure 3.1-3a and 3.1-3b would reduce potential glare and adverse effects related to lighting. However, development would still require lighting for security and other purposes that would expand the footprint of suburban lighting conditions associated with the City. This would contribute to skyglow. Further, compliance with lighting best management practices would not necessarily eliminate glare in all circumstances. There is no additional feasible mitigation to completely offset this impact. Thus, impacts have been determined to be **significant and unavoidable**.

3.2 AGRICULTURE AND FORESTRY RESOURCES

This section evaluates the potential agriculture and forestry resource impacts of the Folsom Corporation Yard SOIA/annexation project. This section describes Sacramento County's agricultural land uses; the significance, quality, and extent of agricultural land on site and within the county; and conversion of Important Farmland in the county to other uses. This section also discusses the consistency with Sacramento County and the City of Folsom's general plans and the Sacramento Local Agency Formation Commission's (LAFCo's) policies pertaining to agricultural resources as identified in Sacramento LAFCo Policies, Standards, and Procedures Guidelines (LAFCo 2007). The analysis includes a description of the existing environmental conditions, the methods used for assessment, the potential direct and indirect impacts of project implementation. Where feasible, mitigation measures are recommended to address impacts determined to be significant or potentially significant.

No comments regarding agriculture or forestry resources were received in response to the notice of preparation.

3.2.1 Environmental Setting

Sacramento County is the state's 24th largest agricultural producing county, in total value of agricultural production. The gross valuation for all agricultural commodities produced in Sacramento County was approximately $470 million in 2015 (California Department of Food and Agriculture 2016) and $507 million in 2016 (Sacramento County Agricultural Commission 2016). Wine grapes had the highest crop value ($184 million) followed by milk ($49 million), Bartlett pears ($40 million), and poultry ($37 million) (Sacramento County Agricultural Commission 2016).

The SOIA/annexation area is not in current agricultural production. In the past, there has been grazing in this area, but the site is currently vacant, with no grazing. As shown on Exhibits 2-4 and 2-5, the site is designated by Sacramento County as General Agricultural 80-acre (GA-80) and zoned as a Special Planning Area (SPA). No significant agricultural activities are currently present in the general vicinity. A few scattered trees are on the site, but otherwise, no forestry resources are present.

Farmland Classification

The State of California maps and classifies farmland through the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Classifications are based on a combination of physical and chemical characteristics of the soil and climate that determines the degree of suitability of the land for crop production. The classifications under the FMMP are as follows:

- Prime Farmland – land that has the best combination of features to produce agricultural crops;
- Farmland of Statewide importance – land other than Prime Farmland that has a good combination of physical and chemical features to produce agricultural crops, but that has more limitations that Prime Farmland, such as greater slopes or less ability to store soil moisture;
- Unique Farmland – land of lesser quality soils used to produce the state's leading agricultural cash crops;
- Farmland of Local Importance – land of importance to the local agricultural economy;
- Grazing Land – existing vegetation that is suitable for grazing;

- Urban and Built-up Land – land occupied by structures in density of at least one dwelling unit per 1.5 acres;

- Land Committed to Nonagricultural Use – vacant areas; existing land that has a permanent commitment to development but has an existing land use of agricultural or grazing lands; and

- Other Land – land not included in any other mapping category, common examples of which include low-density rural developments, brush, timber, wetland, and vacant and nonagricultural land surrounded by urban development.

According to the 2016 FMMP, the project site is classified as grazing land (Exhibit 3.2-1).

LAFCo has also established provisions for the consideration of proposed reorganization actions which utilizes a definition of agricultural lands that differ from those utilized under CEQA. Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act defines "prime agricultural land" as:

"Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

(a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service (NRCS) land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

(b) Land that qualifies for rating 80 through 100 Storie Index Rating.

(c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.

(d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

(e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

Sacramento County Farmland

In 2006, Sacramento County had 106,667 acres of Prime Farmland, 51,218 acres of Farmland of Statewide Importance, 15,267 acres of Unique Farmland, 41,960 acres of Farmland of Local Importance, and 156,979 acres of Grazing Land (FMMP 2017). By 2016, all the land use designations had decreased excluding Unique Farmland and Farmland of Local Importance. Table 3.2-1 shows the change over time in acreage of farmland from 2006 to 2016.

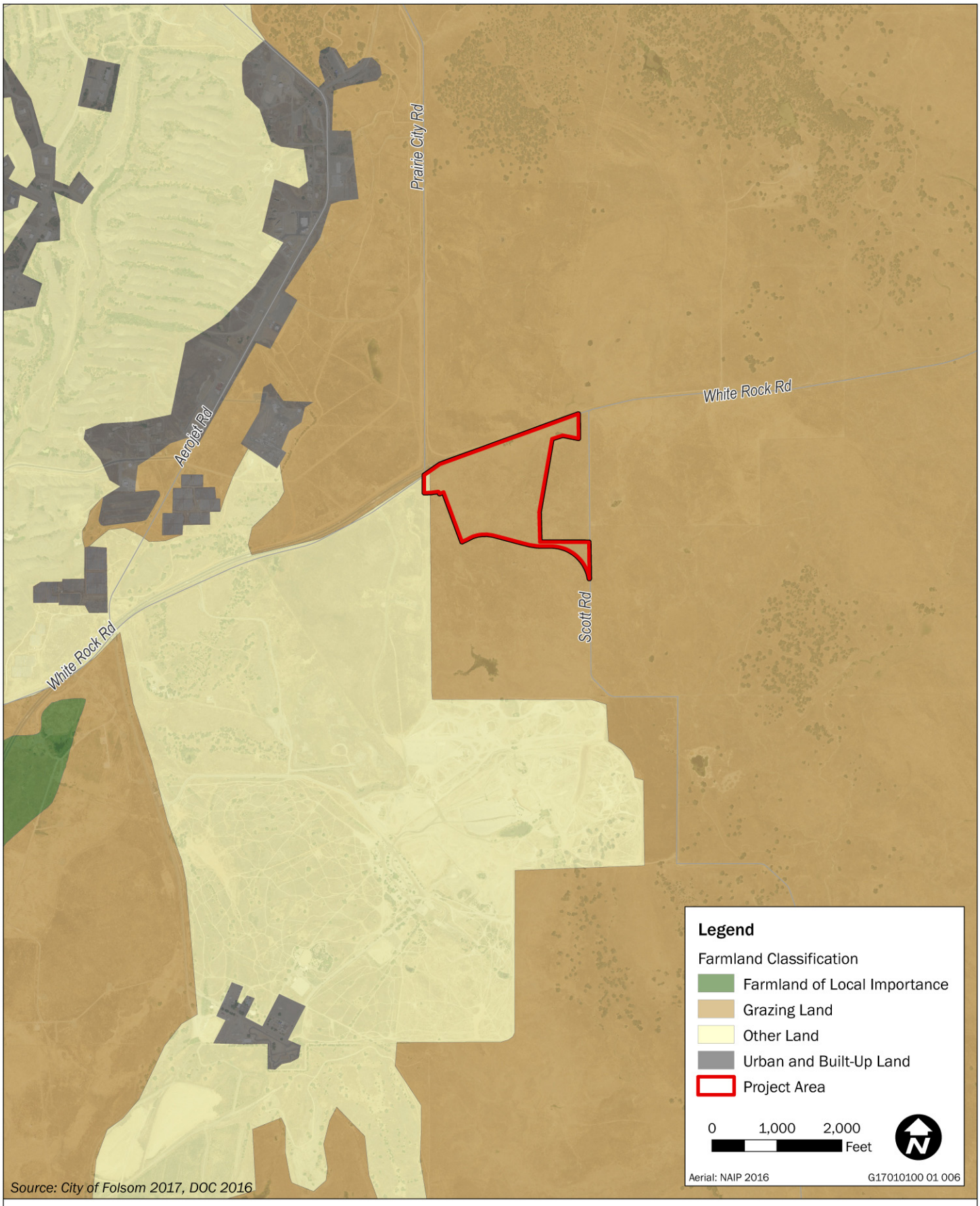


Exhibit 3.2-1 **Farmland Classification Map**

Table 3.2-1 Agricultural Land Conversion in Sacramento County

Important Farmland Category	Acres						Net Change (2006-2016)	Percent Change (2006-2016)
	2006	2008	2010	2012	2014	2016		
Prime Farmland	106,667	104,366	97,477	93,916	91,568	90,691	-15,976	-17.6%
Farmland of Statewide Importance	51,218	49,470	45,263	43,580	43,105	43,342	-7,876	-18.2%
Unique Farmland	15,267	15,463	15,076	15,060	15,125	15,540	273	1.8%
Farmland of Local Importance	41,960	43,819	53,929	56,981	58,852	57,910	15,950	27.5%
Important Farmland Subtotal	**215,112**	**213,118**	**211,745**	**209,537**	**208,650**	**207,483**	**-7,629**	**-6.5%**
Grazing Land	156,979	156,144	155,824	154,744	153,452	153,174	-3,805	-2.5%
Agricultural Land Total	**372,091**	**369,262**	**367,569**	**364,281**	**362,102**	**360,657**	**-11,434**	**-9%**

Source: FMMP 2017

The County of Sacramento has lost 2.5% of its grazing land and 9% of all its agricultural land since 2006.

Adjacent Agricultural Land Uses

The only adjacent agricultural land uses in the area include seasonal grazing land to the east of the site. However, the site is separated from this area by Scott Road. To the west and south is the Prairie City State Vehicular Recreation Area for off-highway vehicle recreation and to the north is the Folsom Plan Area Specific Plan which is currently vacant but planned for substantial development.

3.2.2 Regulatory Framework

FEDERAL

No federal plans, policies, regulations, or laws related to agriculture and forestry resources are applicable to the project.

STATE

California Department of Conservation Farmland Mapping and Monitoring Program

The FMMP was established by the State of California in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the U.S. Soil Conservation Service (now called NRCS under the U.S. Department of Agriculture). The California Department of Conservation, Office of Land Conservation, maintains a statewide inventory of farmlands. Authority for the FMMP comes from Government Code Section 65570(b) and Public Resources Code Section 612. Government Code Section 65570(b) requires the Department of Conservation to collect or acquire information on the amount of land converted to or from agricultural use for every mapped county and to report this information to the Legislature. The maps are updated every 2 years with the use of aerial photographs, a computer mapping system, public review, and field reconnaissance.

California Land Conservation Act of 1965

The California Land Conservation Act of 1965, or Williamson Act (California Government Code Section 51200 et seq.), preserves agricultural and open space lands through property tax incentives and voluntary restrictive use contracts. Private landowners voluntarily restrict their land to agricultural and compatible open-space uses under minimum 10-year rolling term contracts. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

The owners filed a nonrenewal application for the Williamson Act contracts in February 2008. Note, cancellation action initiation was independent of, and predates, this application. The contracts expire in February 2018.

California Public Resources Code

Public Resources Code Section 21060.1 defines "agricultural land" as:

> prime farmland, farmland of statewide importance or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.

"Forest land" is defined in Public Resources Code (PRC) Section 12220(g) as:

> land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

"Timberland" is defined in PRC Section 4526 as:

> land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others.

"Timberland Production Zone" is defined in Government Code Section 51104(g) as:

> an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone."

Cortese-Knox-Hertzberg Local Government Reorganization Act

Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act defines "prime agricultural land" as an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

(a) Land that qualifies, if irrigated, for rating as class I or class II in the U.S. Department of Agriculture (USDA) NRCS land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

(b) Land that qualifies for rating 80 through 100 Storie Index Rating.

(c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the USDA in the National Range and Pasture Handbook, Revision 1, December 2003.

(d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

(e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

As shown in Table 3.2-2 and Exhibit 3.2-2, the SOIA/annexation area is comprised of four soil types with varying suitability for agricultural production.

Table 3.2-2 Agricultural Soil Evaluation

Map Unit	Soil Type	Rating	Range Production (lbs/acre/normal year)	Acres in Project Site	Percent of Project Site
156	Hadselville-Pentz complex, 2 to 30 percent slopes	Grade 4 - Poor	1,440	7.6	13.10%
192	Red Bluff loam, 2 to 5 percent slopes	Grade 1 - Excellent	2,400	5.8	10.10%
193	Red Bluff-Redding complex, 0 to 5 percent slopes	Grade 1 - Excellent	2,310	39.4	68.20%
235	Vleck gravelly loam, 2 to 15 percent slopes	Grade 2 - Good	2,125	5.0	8.70%
Total				**57.8**	**100.00%**

Source: NRCS 2017

Revised Storie Index numerical ratings have been combined into six classes as follows:

- Grade 1: Excellent (81 to 100)
- Grade 2: Good (61 to 80)
- Grade 3: Fair (41 to 60)
- Grade 4: Poor (21 to 40)
- Grade 5: Very poor (11 to 20)
- Grade 6: Nonagricultural (10 or less)

Approximately 80 percent of the site is Grade 1 land and would qualify as prime agricultural land under the Cortese-Knox-Hertzberg Local Government Reorganization Act definition (b), above. Based on NRCS soil productivity data, soils in the SOIA/annexation area could produce up to 2,400 pounds of dry forage per acre per year (NRCS 2017). The USDA National Range and Pasture Handbook specifies that 1 animal unit year is equal to 9,490 pounds of dry forage per acre per year (USDA 2003). Therefore, the project site does not contain lands that could support at least one animal unit per acre. The project site is not currently or feasibly irrigated, and is not planted with fruit or nut-bearing plants or any other agricultural products.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

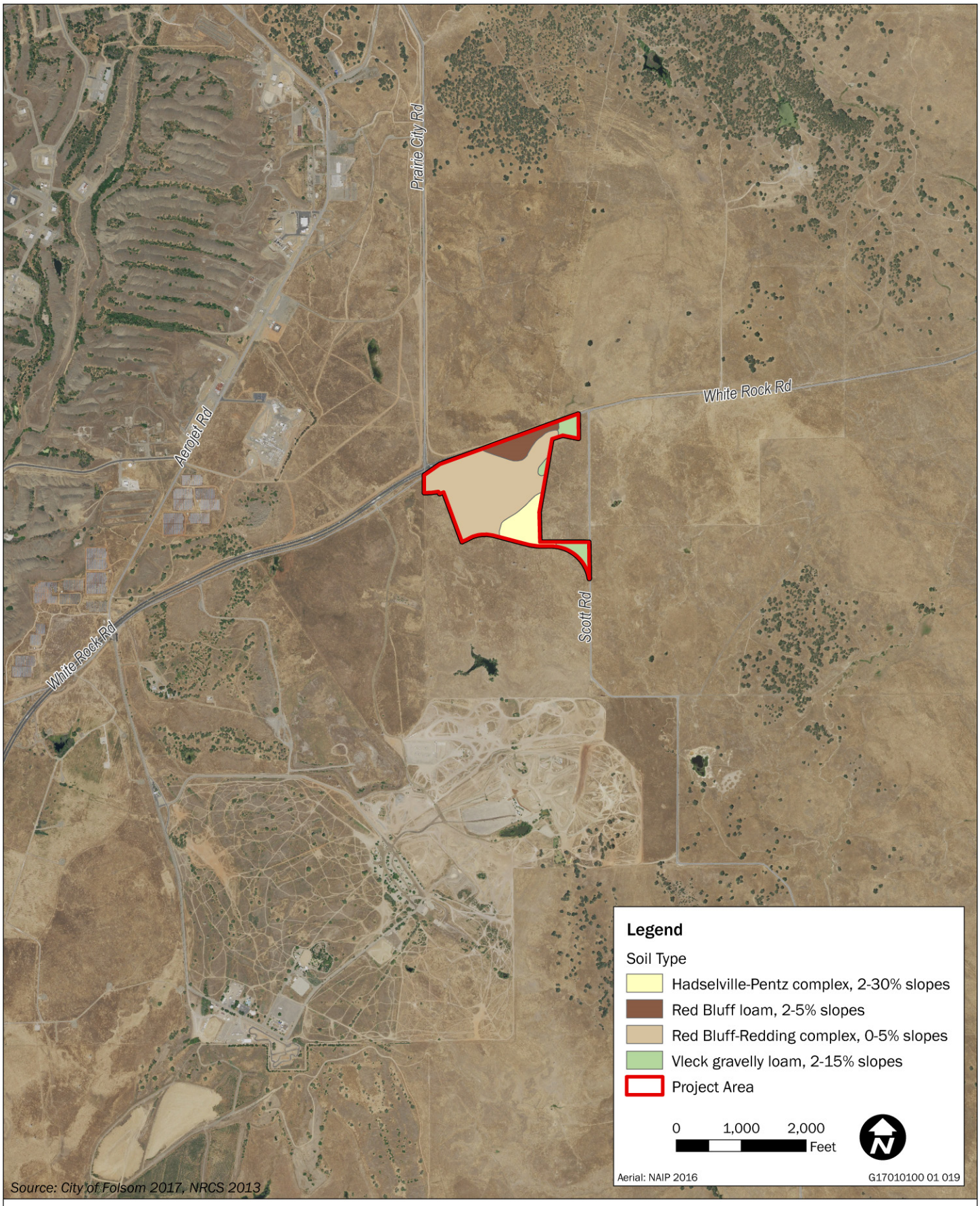


Exhibit 3.2-2 **Soils Map**

ASCENT ENVIRONMENTAL

Sacramento LAFCo

The project would be subject to the following standards related to agricultural resources from LAFCo's Policies, Standards, and Procedures Manual (2007). LAFCo may make exceptions to these general and specific standards if it determines that such exceptions: are necessary because of unique circumstances; are required to resolve conflicts between general and specific standards; result in improved quality or lower cost of services available; or there exists no feasible or logical alternative.

Chapter IV, Selected General Standards, Standard E. Agricultural Land Conservation. LAFCo will exercise its powers to conserve agricultural land pursuant to the following standards:

- **Standard E.1.** LAFCo will approve a change of organization or reorganization which will result in the conversion of prime agricultural land in open space use to other uses only if the Commission finds that the proposal will lead to the planned, orderly, and efficient development of an area. For purposes of this standard, a proposal leads to the planned, orderly, and efficient development of an area only if all of the following criteria are met:

  a. The land subject to the change of organization or reorganization is contiguous to either lands developed with an urban use or lands which have received all discretionary approvals for urban development.

  b. The proposed development of the subject lands is consistent with the Spheres of Influence Plan, including the Master Services Element of the affected agency or agencies;

  c. Development of all, or a substantial portion of, the subject land is likely to occur within five years. In the case of very large developments, annexation should be phased whenever feasible. If the Commission finds phasing infeasible for the specific reasons, it may approve annexation if all or a substantial portion of the subject land is likely to develop within a reasonable period of time.

  d. Insufficient vacant non-prime lands exists within the applicable Spheres of Influence that are planned, accessible, and developable for the same general type of use.

  e. The proposal will have no significant adverse effect on the physical and economic integrity of other agricultural lands. In making this determination, LAFCo will consider the following factors:

     (1) The agricultural significance of the subject and adjacent areas relative to other agricultural lands in the region.

     (2) The use of the subject and adjacent areas.

     (3) Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of adjacent to nearby agricultural land, or will be extended through or adjacent to, any other agricultural lands which lie between the project site and existing facilities.

     (4) Whether natural or man-made barriers serve to buffer adjacent or nearby agricultural lands from the effects of the proposed development.

     (5) Applicable provisions of the General Plan open space and land use elements, applicable growth-management policies, or other statutory provisions designed to protect agriculture.

- **Standard E.2.** LAFCo will not make the affirmative findings that the proposed development of the subject lands is consistent with the Spheres of Influence in the absence of an approved Sphere of Influence Plan. LAFCo will not make the affirmative findings that sufficient non- prime land exists within the Spheres of Influence Plan unless the applicable jurisdiction has:

  a. Identified within its Spheres of Influence all "prime agricultural land" as defined herein;

b. Enacted measures to preserve prime agricultural land identified within its Sphere of Influence for agricultural use; and

c. Adopted as part of its General Plan specific measures to facilitate and encourage infill development as an alternative to development of agricultural lands.

Chapter V, Specific Standards by Type of Action, Standard I. Amendments to Spheres of Influence

- **Standard I.6.** Amendment proposals involving Sphere expansion which contain prime agricultural land will not be approved by the LAFCo if there is sufficient alternative lands available for annexation within the existing Sphere of Influence.

Sacramento County General Plan

The following policies of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- **Policy AG-5:** Projects resulting in the conversion of more than fifty (50) acres of farmland shall be mitigated within Sacramento County, except as specified in the paragraph below, based on a 1:1 ratio, for the loss of the following farmland categories through the specific planning process or individual project entitlement requests to provide in-kind or similar resource value protection (such as easements for agricultural purposes):

  - prime, statewide importance, unique, local importance, and grazing farmlands located outside the USB; and

  - prime, statewide importance, unique, and local importance farmlands located inside the USB.

The Board of Supervisors retains the authority to override impacts to Unique, Local, and Grazing farmlands, but not with respect to Prime and Statewide farmlands.

However, if that land is also required to provide mitigation pursuant to a Sacramento County endorsed or approved Habitat Conservation Plan (HCP), then the Board of Supervisors may consider the mitigation land provided in accordance with the HCP as meeting the requirements of this section including land outside of Sacramento County.

Note: This policy is not tied to any maps contained in the Agricultural Element. Instead, the most current Important Farmland map from the Department of Conservation should be used to calculate mitigation.

- **Policy CO-51:** Direct development away from prime or statewide importance farmland or otherwise provide for mitigation as required by AG-5 slowing the loss of additional farmland conversion to other uses.

The Sacramento County General Plan defines “Special Planning Areas” as:

> The SPA zoning designation is designed to regulate property in areas that have unique environmental, historic, architectural, or other features that require special conditions not provided through standard zoning regulations. This designation is often used to provide for a greater range or mixture of uses in an area than would be permitted in the standard land use zones of the zoning code. Special conditions and regulations, such as a list of permitted uses, performance and development requirements relating to yards, lot area, intensity of development on each lot, parking, landscaping, and other design standards are defined in the SPA zone, as established by ordinance. Special development permits may also be issued for mixed-use developments to encourage creative and more efficient use of land; to maximize the choice in type of environment, including housing, available to the area residents; and to provide economical housing opportunities. However, depending on the specific requirements, the SPA designation could also function as a constraint on the development of low- and medium-cost housing. In practice, the use of this designation has not

constrained the provisions of affordable housing because most of the SPAs designated by the County provide for greater flexibility in the application of zoning standards. As with Neighborhood Preservation Areas, the County can use the process of establishing SPA standards to ensure that such standards do not violate state or federal requirements for affordable or special needs housing or create unreasonable constraints on the development of such housing.

City of Folsom General Plan

The City's general plan does not contain any relevant policies regarding agriculture or forestry resources.

3.2.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

Evaluation of the project's potential impacts on agriculture and forestry resources was based on review of the project description as well as FMMP designations of land within the site. In addition, relevant goals and policies from the Sacramento County General Plan, City of Folsom General Plan, and LAFCo were reviewed. In determining the level of significance, this analysis assumes that the project would comply with relevant state and local ordinances and regulations, as well as the adopted policies presented above.

Evaluation of the project's potential impacts on agricultural resources was based on review of the project description as well as FMMP designations of land within the project site. In addition, relevant goals and policies from the Sacramento County General Plan, City of Folsom General Plan, and LAFCo were reviewed. In determining the level of significance, this analysis assumes that the project would comply with relevant state and local ordinances and regulations, as well as the adopted policies presented above.

While the project does not include a development proposal, the analysis assumes that the SOIA/annexation site would be developed in the future, as described in the Chapter 2, "Project Description."

Sacramento LAFCo must evaluate effects on maintaining the physical and economic integrity of agricultural lands based on five factors identified in Policies, Standards, and Procedures Manual Standard E.1 below, and this EIR has considered all of the factors outlined in that policy below.

- **Factor 1**. The agricultural significance of the subject and adjacent areas relative to other agricultural lands in the region.
  - **Analysis**: Subsection 3.2.1, "Environmental Setting," identifies that the SOIA/annexation area and adjacent land areas south of the site are classified as grazing land; however, the land hasn't been grazed in years and is adjacent to a future development area to the north. The agricultural significance of this area is low as no uses are on the site and it is close to a developing area.
- **Factor 2**. The use of the subject and adjacent areas.
  - **Analysis**: The SOIA/annexation area is currently vacant with no existing active uses on site.
- **Factor 3**. Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of adjacent or nearby agricultural land, or will be extended through or adjacent to any other agricultural lands which lie between the project site and existing facilities.

- **Analysis**: If approved, the project would accommodate a future City of Folsom Corporation Yard. The City would extend water and sewer lines to serve only the site, as described in Section 3.11, Utilities and Service Systems. In addition, the project would accommodate realignment of Scott Road because of the expectation that the SouthEast Connector would be built with or without the project. Growth-inducing effects of the SOIA/annexation are addressed in Chapter 6 of this EIR, Other Sections Required by Statute.

- **Factor 4**. Whether natural or man-made barriers serve to buffer adjacent or nearby agricultural lands from the effects of the proposed development.

  - **Analysis:** The SOIA/annexation area is bounded on the north by the City of Folsom, and to the west and south by Prairie City SVRA. In addition, Scott Road will also be realigned from the west to the south of the site. Currently, Scott Road provides a manmade barrier to the east. The undeveloped agricultural land near the project site is grazing land which is not as likely to conflict with urban uses. While the development of a future corporation yard would introduce additional noise into the area, it is located near a similarly noise use (the off-highway vehicle park, as described in Section 3.9, Noise), and would not, in and of itself, cause an undue conflict for agricultural use of nearby uses.

- **Factor 5**. Applicable provisions of the General Plan open space and land use elements, applicable growth management policies, or other statutory provisions designed to protect agriculture.

  - **Analysis:** Sacramento County's Policy AG-5 requires applicants to mitigate for agricultural land conversion. This is included as a mitigation measure. There are no relevant policies for the City of Folsom.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, the project would result in a potentially significant impact on agriculture and forest resources if it would:

- convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Important Farmlands), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use, or convert prime agricultural land as defined by the Cortese-Knox-Hertzberg Local Government Reorganization Act;

- conflict with existing zoning for agricultural use or a Williamson Act contract;

- 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));

- result in the loss of forest or agricultural land or conversion of forest land to non-forest or non-agricultural use; or

- involve other changes in the existing environment which, because of their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

ISSUES NOT DISCUSSED FURTHER

The Folsom Corporation Yard would not affect timberland or forestry resources as there are only a few trees scattered on the site. By the time the project is considered for approval, the project site will not be under Williamson Act contract nor is it zoned for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

The site is zoned as a Special Planning Area. While the land use designation is agricultural, Special Planning Areas are not an agricultural zone. Because of this, the project would not be in conflict with existing zoning for agricultural use.

As described in Chapter 2, *Project Description*, the project has three potential access options. The evaluation of agriculture and forestry resources would not be affected by these options. Therefore, this is not discussed further in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Conversion of farmland into non-agricultural uses

The project site is categorized as farmland and the conversion of this land to a nonagricultural use would be considered a **significant** impact.

As shown on the FMMP map (Exhibit 3.2-1), above, the site is categorized as grazing land. In the FMMP program, grazing land "does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock" (DOC 2017). While grazing land is not generally considered important farmland, Sacramento County considers the loss of more than 50 acres of grazing land outside of the urban services boundary to be a significant impact. This project, along with a future corporation yard, would result in the loss of more than 50 acres of agricultural land, as defined by Sacramento County. In addition, under LAFCo's definition, this land would be considered prime farmland because it contains a majority of land classified between 80 and 100 on the Storie Index. Therefore, any loss of land of this type would be considered by LAFCo to be a **significant** impact.

Mitigation Measure 3.2-1: Farmland preservation.

Consistent with Sacramento County General Plan Policy AG-5, the City will provide in-kind or similar resource value protection for land similar to the project site. This protection may consist of the establishment of farmland easements, or other similar mechanism and shall be implemented prior to issuance of the first grading permit for development.

Significance after Mitigation

While implementation of Mitigation Measure 3.2-1 could reduce the impact on farmland by preserving forever a similar acreage and type of farmland, once farmland is removed through development, it is irretrievably lost to future generations. Therefore, the impact would remain **significant and unavoidable.**

3.3 AIR QUALITY

This section includes a discussion of existing air quality conditions, a summary of applicable air quality regulations, and an analysis of potential short-term and long-term air quality impacts that could result from implementation of a future corporation yard. The methods of analysis for short-term construction, long-term regional (operational), local mobile-source, and toxic air emissions are consistent with the recommendations of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (EPA).

Comments received on the notice of preparation regarding air quality, included a comment from the California State Parks and Prairie City State Vehicular Recreation Area (SVRA) regarding air quality impacts to the project site from the dust generated by off-highway vehicle (OHV) recreation.

3.3.1 Regulatory Setting

Air quality within the project site is regulated through the efforts of various federal, State, regional, and local government agencies. These agencies work to improve air quality through legislation, planning, policy-making, education, and a variety of other programs. The agencies responsible for improving the air quality within the air basin are discussed below.

FEDERAL

U.S. Environmental Protection Agency

The EPA has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments made by Congress were in 1990.

Criteria Air Pollutants

The CAA required EPA to establish national ambient air quality standards (NAAQS). As shown in Table 3.3-1, EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$), and lead. The primary standards protect public health and the secondary standards protect public welfare. The CAA also required each state to prepare a state implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

Toxic Air Contaminants/Hazardous Air Pollutants

Toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

Table 3.3-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–[e]	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	–
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	–	–
	3-hour	–	–	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	–
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	–	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
	24-hour	–	35 µg/m^3	Same as primary standard
Lead[f]	Calendar quarter	–	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	–	–
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride[f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million (by volume).

[a] California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[c] National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

[d] National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[e] National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. This allows for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2016a

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis or genetic damage; or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants, for which acceptable levels of exposure can be determined and for which ambient standards have been established (Table 3.3-1). Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA regulates HAPs through its National Emission Standards for Hazardous Air Pollutants. The standards for a particular source category require the maximum degree of emission reduction that the EPA determines to be achievable, which is known as the Maximum Achievable Control Technology—MACT standards. These standards are authorized by Section 112 of the 1970 Clean Air Act and the regulations are published in 40 CFR Parts 61 and 63.

EPA and, in California, CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum available control technology or best available control technology for toxics (T-BACT) to limit emissions.

STATE

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish California ambient air quality standards (CAAQS) (Table 3.3-1).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires that all local air districts in the State endeavor to attain and maintain the CAAQS by the earliest date practical. The CCAA specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides air districts with the authority to regulate indirect emission sources.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Hot Spots Act) (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. Most recently, particulate matter (PM) exhaust from diesel engines (diesel PM) was added to CARB's list of TACs.

After a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate T-BACT to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

AB 617 of 2017 aims to help protect air quality and public health in communities around industries subject to the State's cap-and-trade program for GHG emissions, AB 617 imposes a new State-mandated local program to address non-vehicular sources (e.g., refineries, manufacturing facilities) of criteria air pollutants and TACs. The bill requires CARB to identify high-pollution areas and directs air districts to focus air quality improvement efforts through adoption of community emission reduction programs within these identified areas. Currently, air districts review individual sources and impose emissions limits on emitters based on best available control technology (BACT), pollutant type, and proximity to nearby existing land uses. This bill addresses the cumulative and additive nature of air pollutant health effects by requiring community-wide air quality assessment and emission reduction planning.

CARB has adopted diesel exhaust control measures and more stringent emissions standards for various transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan, it is expected that diesel PM concentrations will be 85 percent less in 2020 in comparison to year 2000 (CARB 2000). Adopted regulations are also expected to continue to reduce formaldehyde emissions emitted by cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento Metropolitan Air Quality Management District

Criteria Air Pollutants

SMAQMD is the primary agency responsible for planning to meet NAAQS and CAAQS in Sacramento County. SMAQMD works with other local air districts in the Sacramento region to maintain the region's portion of the SIP for ozone. The SIP is a compilation of plans and regulations that govern how the region and State will comply with the federal CAA requirements to attain and maintain the NAAQS for ozone. The Sacramento Region has been designated as a "severe" 8-hour ozone nonattainment area with an extended attainment deadline of June 15, 2019.

SMAQMD has developed a set of guidelines for use by lead agencies when preparing environmental documents. The guidelines contain thresholds of significance for criteria pollutants and TACs, and also make recommendations for conducting air quality analyses. After SMAQMD guidelines have been consulted and the air quality impacts of a project have been assessed, the lead agency's analysis undergoes a review by SMAQMD. SMAQMD submits comments and suggestions to the lead agency for incorporation into the environmental document.

All projects are subject to adopted SMAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of future projects within the project site may include but are not limited to the following:

- **Rule 201**: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may be required to obtain permit(s) from SMAQMD before equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact SMAQMD early to determine whether a permit is required,

and to begin the permit application process. Portable construction equipment (e.g., generators, compressors, pile drivers, lighting equipment) with an internal combustion engine greater than 50 horsepower must have a SMAQMD permit or CARB portable equipment registration.

- **Rule 202**: New Source Review. The purpose of this rule is to provide for the issuance of authorities to construct and permits to operate at new and modified stationary air pollution sources and to provide mechanisms, including emission offsets, by which authorities to construct such sources may be granted without interfering with the attainment or maintenance of ambient air quality standards.

- **Rule 402**: Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.

- **Rule 403**: Fugitive Dust. The developer or contractor is required to control dust emissions from earthmoving activities or any other construction activity to prevent airborne dust from leaving the project site.

- **Rule 442**: Architectural Coatings. The purpose of the rule is to limit the emissions of VOCs from the use of architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District.

- **Rule 902**: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of material containing asbestos.

Toxic Air Contaminants

At the local level, air districts may adopt and enforce CARB control measures. Under SMAQMD Rule 201 ("General Permit Requirements"), Rule 202 ("New Source Review"), and Rule 207 ("Federal Operating Permit"), all sources that possess the potential to emit TACs are required to obtain permits from SMAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including New Source Review standards and air toxics control measures. SMAQMD limits emissions and public exposure to TACs through a number of programs. SMAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. Sensitive receptors are people, or facilities that generally house people (e.g., schools, hospitals, residences), that may experience adverse effects from unhealthful concentrations of air pollutants.

Odors

Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable stress among the public and often generating citizen complaints to local governments and SMAQMD. SMAQMD's Rule 402 (Nuisance) regulates odorous emissions.

Sacramento County General Plan

The following policies and standards of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- **Policy AQ-1.** New development shall be designed to promote pedestrian/bicycle access and circulation to encourage community residents to use alternative modes of transportation to conserve air quality and minimize direct and indirect emission of air contaminants.

- **Policy AQ-3.** Buffers and/or other appropriate mitigation shall be established on a project-by-project basis and incorporated during review to provide for protection of sensitive receptors from sources of air pollution or odor. CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005)

and SMAQMD's *Protocol for Evaluating the Location of Sensitive Land uses Adjacent to Major Roadways* (2011) shall be utilized when establishing these buffers.

- **Policy AQ-4.** Developments which meet or exceed thresholds of significance for ozone precursor pollutants as adopted by the SMAQMD, shall be deemed to have a significant environmental impact. An Air Quality Mitigation Plan shall be submitted to the County of Sacramento prior to project approval, subject to review and recommendation as to technical adequacy by the Sacramento Metropolitan Air Quality Management District.

- **Policy AQ-5.** Reduce emissions associated with vehicle miles travelled and evaporation by reducing the surface area dedicated to parking facilities; reduce vehicle emissions associated with "hunting" for on-street parking by implementing innovative parking solutions including, shared parking, elimination of minimum parking requirements, creation of maximum parking requirements, and utilize performance pricing for publicly owned parking spaces both on- and off-street, as well as creating parking benefit districts.

- **Policy AQ-10.** Encourage vehicle trip reduction and improved air quality by requiring development projects that exceed the SMAQMD's significance thresholds for operational emissions to provide on-going, cost-effective mechanisms for transportation services that help reduce the demand for existing roadway infrastructure.

- **Policy AQ-11**. Encourage contractors operating in the county to procure and to operate low-emission vehicles, and to seek low-emission fleet status for their off-road equipment.

- **Policy AQ-16.** Prohibit the idling of on- and off-road engines when the vehicle is not moving or when the off-road equipment is not performing work for a period of time greater than five minutes in any one-hour period.

- **Policy AQ-17.** Promote optimal air quality benefits through energy conservation measures in new development.

- **Policy AQ-19.** Require all feasible reductions in emissions for the operation of construction vehicles and equipment on major land development and roadway construction projects.

City of Folsom General Plan

The following policies of the *City of Folsom General Plan* (1993) are applicable to the project:

- **Policy 31.3.** The City shall encourage the adoption of more stringent vehicle emission standards and enhancements to the Smog Check program through active participation in hearings held by the State Legislature, CARB, and the Bureau of Automotive Repair.

- **Policy 31.4.** To minimize air quality impacts, mitigation measures shall be required for transportation emissions associated with all development estimated to generate 2,000 or more trips per day. Measures may include:

    1. Project proponent funding of roadway improvements.

    2. Commercial/industrial project proponent sponsorship of van pools or club buses.

    3. Project proponent funded transit subsidies sufficient to reduce emissions from transit through the substitution of diesel-fueled buses with buses powered by alternative fuels, such as methanol and electric.

    4. Commercial/industrial project sponsored daycare and employee services at the employment site.

    5. Park and ride lots.

- **Policy 31.5.** The City shall work with CARB and SMAQMD in establishing a carbon monoxide monitoring program in order to accurately determine the status of carbon monoxide air quality and to quantify the impacts of growth and development in the Folsom area.

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

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

    1. Provision of reserved and preferentially located parking spaces for the exclusive use of employees who actively participate in ridesharing.

    2. Provision of secure bicycle storage facilities.

    3. Provision of shower and locker facilities for use by employees who commute by non-motorized means.

    4. Distribution by employers of current information regarding the availability, cost, and schedules of public transit.

    5. Employer provision of economic incentives to maximize the use of transit, ridesharing, van pooling and non-motorized transportation.

3.3.2 Environmental Setting

The project site is in the Sacramento Valley Air Basin (SVAB). The SVAB includes all of Shasta, Tehama, Glenn, Butte, Colusa, Yuba, Sutter, Yolo, Sacramento Counties and a portion of Placer and Solano Counties.

The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

CLIMATE, METEOROLOGY, AND TOPOGRAPHY

The SVAB is a relatively flat area bordered by the north Coast Ranges to the west and the northern Sierra Nevada to the east. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento River–San Joaquin River Delta (Delta) from the San Francisco Bay area.

The Mediterranean climate type of the SVAB is characterized by hot, dry summers and cool, rainy winters. During the summer, daily temperatures range from 50 degrees Fahrenheit (°F) to more than 100°F. The inland location and surrounding mountains shelter the area from much of the ocean breezes that keep the coastal regions moderate in temperature. Most precipitation in the area results from air masses that move in from the Pacific Ocean, usually from the west or northwest, during the winter months. More than half the total annual precipitation falls during the winter rainy season (November through February); the average winter temperature is a moderate 49°F. Also, characteristic of SVAB winters are periods, of dense and persistent low-level fog, which are most prevalent between storms. The prevailing winds are moderate in speed and vary from moisture-laden breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which leads to the entrapment of air pollutants when meteorological conditions are unfavorable for transport and dilution. The highest frequency of poor air movement occurs in the fall and winter when high-pressure cells are present over the SVAB. The lack of surface wind during these periods, combined with the reduced vertical flow caused by a decline in surface heating, reduces the influx of air and leads to the concentration of air pollutants under stable metrological conditions. Surface concentrations of air pollutant emissions are highest when these conditions occur in combination with agricultural burning activities or with temperature inversions, which hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground.

Elevated levels of ozone typically occur May through October in the SVAB. This period is characterized by poor air movement in the mornings with the arrival of the Delta sea breeze from the southwest in the afternoons. In addition, longer daylight hours provide ample sunlight to fuel photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_X), which form ozone. Typically, the Delta breeze transports air pollutants northward out of the SVAB; however, a phenomenon known as the Schultz Eddy prevents this from occurring during approximately half of the time from July to September. The Schultz Eddy phenomenon causes the wind to shift southward and blow air pollutants back into the SVAB. This phenomenon exacerbates the concentration of air pollutant emissions in the area and contributes to the area violating the ambient-air quality standards.

The local meteorology of the project site and surrounding area is represented by measurements recorded at the Western Regional Climate Center's (WRCC) meteorological station at Folsom Dam. The average total annual precipitation is approximately 24 inches. January temperatures range from an average minimum of 38°F to an average maximum of 54°F. July temperatures range from an average minimum of 60°F to an average maximum of 95°F (WRCC 2017a). The predominant wind direction is from the south (WRCC 2017b).

CRITERIA AIR POLLUTANTS

Concentrations of criteria air pollutants indicate the quality of the ambient air. Brief descriptions of key criteria air pollutants in the SVAB and their health effects are provided below. Criteria air pollutants include ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. However, ozone, PM_{10}, and $PM_{2.5}$ are the criteria air pollutants of primary concern in this analysis because of their nonattainment status with respect to the applicable NAAQS and/or CAAQS. The attainment status of criteria air pollutants in Sacramento County with respect to the CAAQS and the NAAQS are shown in Table 3.3-2. Monitoring data representative of ambient air concentrations in the project site are provided in Table 3.3-3.

Ozone

Ground-level ozone is not emitted directly into the air, but is created by chemical reactions between ROG and NO_X. This happens when pollutants emitted by cars, power plants, industrial boilers, refineries, chemical plants, and other sources chemically react in the presence of sunlight. Ozone at ground level is a harmful air pollutant, because of its effects on people and the environment, and is the main ingredient in smog (EPA 2016).

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health effects include permeability of respiratory epithelia and possibility of permanent lung impairment (EPA 2016). Emissions of the ozone precursors ROG and NO_X have decreased over the past two decades because of more stringent motor vehicle standards and cleaner burning fuels (CARB 2014).

Nitrogen Dioxide

NO_2 is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NO_X and are reported as equivalent NO_2. Because NO_2 is formed and depleted by reactions associated with

photochemical smog (ozone), the NO_2 concentration in a particular geographical area may not be representative of the local sources of NO_X emissions (EPA 2012).

Acute health effects of exposure to NO_X includes coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis, or pulmonary edema, breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, and death. Chronic health effects include chronic bronchitis and decreased lung function (EPA 2016).

Particulate Matter

PM_{10} is emitted directly into the air, and includes fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, as well as particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2014; EPA 2016). $PM_{2.5}$ includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM_{10} emissions in the SVAB are dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM_{10} are projected to remain relatively constant through 2035. Direct emissions of $PM_{2.5}$ have steadily declined in the SVAB between 2000 and 2010 and then are projected to increase very slightly through 2035. Emissions of $PM_{2.5}$ in the SVAB are primarily generated by the same sources as emissions of PM_{10} (CARB 2014).

Acute health effects of PM_{10} exposure include breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, and premature death. Chronic health effects include alterations to the immune system and carcinogenesis (EPA 2016).

Table 3.3-2 Attainment Status Designations for Sacramento County

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	Attainment (1-hour)[1]	Nonattainment (1-hour) Classification=Severe[2]
	Nonattainment (8-hour)[3] Classification=Severe	Nonattainment (8-hour)
	Nonattainment (8-hour)[4] Classification=Severe	
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
		Nonattainment (Annual)
Fine particulate matter ($PM_{2.5}$)	Nonattainment (24-hour)	(No State Standard for 24-Hour)
	Attainment (Annual)	Attainment (Annual)
Carbon monoxide (CO)	Attainment (1-hour)	Attainment (1-hour)
	Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)[5]	(Attainment Pending) (1-Hour)	Attainment (1-hour)
		Attainment (24-hour)
Lead (Particulate)	Attainment (3-month rolling average)	Attainment (30-day average)
Hydrogen Sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly Reducing Particles		Unclassified (8-hour)
Vinyl Chloride		Unclassified (24-hour)

Notes:
[1] Air Quality meets federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. SMAQMD attained the standard in 2009. SMAQMD has requested EPA recognize attainment to fulfill the requirements.
[2] Per Health and Safety Code (HSC) § 40921.5(c), the classification is based on 1989 – 1991 data, and therefore does not change.
[3] 1997 Standard.
[4] 2008 Standard.
[5] 2010 Standard.
Source: SMAQMD 2016

MONITORING STATION DATA AND ATTAINMENT DESIGNATIONS

Criteria air pollutant concentrations are measured at several monitoring stations in the SVAB. Table 3.3-3 summarizes the air quality data measured at monitoring stations near the project site during the last three years (2013–2015). The Folsom-Natoma Street station is the closest station to the project site with recent data for ozone and $PM_{2.5}$. The Roseville-N Sunrise Boulevard station is the closest station to the project site with recent data for PM_{10}.

Table 3.3-3 Summary of Annual Data on Ambient Air Quality (2013-2015)[1]

	2013	2014	2015
Ozone			
Maximum concentration (1-hr/8-hr avg, ppm)	0.100/0.084	0.114/0.093	0.111/0.094
Number of days State standard exceeded (1-hr/8-hr)	7/34	3/11	6/23
Number of days national standard exceeded (8-hr)	34	11	23
Fine Particulate Matter ($PM_{2.5}$)			
Maximum concentration (24-hour µg/m^3)	52.0	38.1	35.7
Number of days national standard exceeded (24-hour measured)	1	1	0
Respirable Particulate Matter (PM_{10})			
Maximum concentration (24-hour µg/m^3)	54.1	31.8	59.1
Number of days State standard exceeded (24-hour measured)	1	0	1
Number of days national standard exceeded (24-hour measured)	0	0	0

Notes: µg/m^3 = micrograms per cubic meter; avg = average; hr = hour; ppm = parts per million
[1] Measurements from the Folsom-Natoma Street Station for ozone and fine particulate matter ($PM_{2.5}$), and Roseville-N Sunrise Boulevard for respirable particulate matter PM_{10}.
Source: CARB 2017

Both CARB and EPA use monitoring data to designate areas according to their attainment status for criteria air pollutants (attainment designations are summarized above in Table 3.3-2).

TOXIC AIR CONTAMINANTS

Concentrations of TACs are also used to indicate the quality of ambient air. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in relatively minute quantities in the ambient air; however, their high toxicity and associated health effects may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality[1] (CARB 2009), most of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being exhaust emissions of particulate matter from diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs that pose the greatest level of risk in California include benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. Sources of these TACs vary considerably and include (but are not limited to) consumer products, gasoline dispensing stations, auto

[1] Although a more recent version of the almanac was available in 2013, this 2009 version of the almanac is the latest version that contains TAC information.

repair and auto body coating shops, dry cleaning establishments, chrome plating and anodizing shops, welding operations, and other stationary sources.

Diesel PM poses the greatest health risk among these 10 TACs mentioned. Based on receptor modeling techniques, CARB estimated its health risk to be 360 excess cancer cases per million people in the SVAB in the year 2000. Since 1990, the health risk associated with diesel PM has been reduced by 52 percent. Overall, levels of most TACs, except para-dichlorobenzene and formaldehyde, have decreased since 1990 (CARB 2014). There are no existing TAC sources in the project vicinity.

ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word strong to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human. There are no existing odor sources (e.g., wastewater treatment facilities, landfills, composting facilities) in the project vicinity.

SENSITIVE RECEPTORS

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to individuals. Residential dwellings and places where people recreate or congregate for extended periods of time such as parks or schools are of primary concern because of the potential for increased and prolonged exposure of individuals to pollutants. There are no existing sensitive receptors located within 1,000 feet of the project site.

3.3.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

Regional and local criteria air pollutant emissions and associated impacts, as well as impacts from TACs, CO concentrations, and odors were assessed in accordance with SMAQMD-recommended methodologies.

Construction and operational emissions of a future corporation yard are compared to SMAQMD-recommended thresholds.

Construction and operational emissions of criteria air pollutants and precursors were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1 computer program (CAPCOA 2016), as recommended by SMAQMD. Modeling was based on project-specific information (e.g., size, area to be graded, area to be paved) where available; reasonable assumptions based on typical construction activities; and default values in CalEEMod that are based on the project's location and land use type. Construction would begin as early as 2022 over an estimated period of 24 months, and project buildout is anticipated to be in 2050. The City currently has a wide variety of uses at the current corporation yard and supporting locations, and most of these uses would be moved to the new yard. The new yard would include uses by the following City departments: Parks and Recreation, Public Works, and Utilities. Table 3.3-4 shows the anticipated facility needs at project buildout. The covered and uncovered outdoor storage areas were modeled as paved areas in CalEEMod.

Table 3.3-4 Proposed Land Use (Buildout-2050)

Space Component	Modeled Land Use Type
Parks and Recreation Department	
Park Maintenance	Unrefrigerated Warehouse – No Rail
Public Works Department	
Street Maintenance	Unrefrigerated Warehouse – No Rail
Transit	Unrefrigerated Warehouse – No Rail
Fleet Management Division	Unrefrigerated Warehouse – No Rail
Solid Waste	
Collections	Unrefrigerated Warehouse – No Rail
Household Hazardous Waste (HHW)	Unrefrigerated Warehouse – No Rail
Transfer Station	Unrefrigerated Warehouse – No Rail
Environmental and Water Resources (Utilities) Department	
Administration	Office
Utility Maintenance	Unrefrigerated Warehouse – No Rail
Wastewater	Unrefrigerated Warehouse – No Rail
Water	Unrefrigerated Warehouse – No Rail
Water Treatment Plant - Plant Maintenance	Unrefrigerated Warehouse – No Rail
Common/Shared	
Office Support	Office
Field/Shop Support	Unrefrigerated Warehouse – No Rail
Total	

Notes: SF = square feet

Source: City of Folsom 2008

Specific model assumptions and inputs for these calculations can be found in Appendix B.

CO impacts were assessed qualitatively, using the screening criteria set forth by SMAQMD and results from the project-specific traffic study. The level of health risk from exposure to construction- and operation-related TAC emissions was assessed qualitatively. This assessment was based on the proximity of TAC-generating construction activity to off-site sensitive receptors, the number and types of diesel-powered construction equipment being used, and the duration of potential TAC exposure.

Impacts related to odors were also assessed qualitatively, based on proposed construction activities, equipment types and duration of use, overall construction schedule, and distance to nearby sensitive receptors. To evaluate an odor impact, SMAQMD recommends the lead agency provide the buffer distance and a description of the land features and topography in the buffer zone that separates nearby sensitive receptors and the odor source.

THRESHOLDS OF SIGNIFICANCE

Per Appendix G of the CEQA Guidelines and SMAQMD recommendations, air quality impacts would be significant if development of the project site would:

- cause construction-generated emissions of criteria air pollutant or precursors that exceed the SMAQMD-recommended thresholds of 85 lb/day for NO_X, 80 lb/day and 14.6 tons/year for PM_{10}, and 82 lb/day and 15 tons/year for $PM_{2.5}$ and/or uncontrolled fugitive dust emissions;
- result in a net increase in long-term operational emissions of criteria air pollutant or precursors that exceed the SMAQMD-recommended thresholds of 65 lb/day for ROG and NO_X, 80 lb/day and 14.6 tons/year for PM_{10}, and 82 lb/day and 15 tons/year for $PM_{2.5}$.;
- result in long-term operational local mobile-source CO emissions that would violate or contribute substantially to localized concentrations that exceed the 1-hour CAAQS of 20 ppm or the 8-hour CAAQS of 9 ppm;
- generate TAC emissions that would expose sensitive receptors to an incremental increase in cancer risk that that exceed 10 in 1 million and/or a hazard index of 1.0 or greater; or
- create objectionable odors affecting a substantial number of people.

ISSUES NOT DISCUSSED FURTHER

All issues applicable to air quality listed under the significance criteria above are addressed in this section.

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of air quality would not be affected by these options. Therefore, this is not discussed further in this section.

ENVIRONMENTAL IMPACTS

Impact 3.3-1: Construction emissions of criteria air pollutants and ozone precursors.

Construction-related activities from a future corporation yard would result in emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from site preparation (e.g., excavation, clearing), off-road equipment, material and equipment delivery trips, and worker commute trips, and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings). Construction activities would not result in mass emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ that would exceed SMAQMD's thresholds of significance. Therefore, construction-generated emissions would not contribute to the existing nonattainment status of the SVAB for ozone and PM. This impact would be **less than significant**.

Construction-related activities from a future corporation yard would result in emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ (a subset of PM_{10}) from site preparation (e.g., excavation, clearing), off-road equipment, material delivery, worker commute trips, and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings). Fugitive dust emissions of PM_{10} and $PM_{2.5}$ are associated primarily with site preparation and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, and vehicle miles traveled on and off the site. Emissions of ozone precursors, ROG and NO_X, are associated

primarily with construction equipment and on-road mobile exhaust. Paving and the application of architectural coatings result in off-gas emissions of ROG. PM_{10} and $PM_{2.5}$ are also contained in vehicle exhaust.

Typical construction activities would require all-terrain forks, fork lifts, cranes, pick-up and fuel trucks, compressors, loaders, backhoes, excavators, dozers, scrapers, pavement compactors, welders, concrete pumps, concrete trucks, and off-road haul trucks, as well as other diesel-fueled equipment as necessary.

Construction activities could begin as early as 2022 and assumed to be complete in 24 months. Conservative assumptions were used and individual phases were overlapped (i.e., site preparation, grading, building construction, and architectural coating) to account for construction activities occurring simultaneously. As such, reported emissions represent a conservative estimate of maximum daily emissions. It is also important to note that as construction continues in the future, equipment exhaust emission rates would decrease as newer, more emission-efficient construction equipment replaces older, less efficient equipment. For specific assumptions and modeling inputs, refer to Appendix B.

The project would implement SMAQMD's Basic Construction Emission Control Practices in accordance with SMAQMD requirements to minimize diesel PM and NO_X emissions. In accordance with SMAQMD guidance (SMAQMD 2009), the measures and quantifiable mass emission reductions are included below:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads (55 percent reduction in fugitive dust emissions).
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used (9 percent reduction in fugitive dust).
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

These measures collectively reduce fugitive dust emissions by 54 percent. Although these measures would reduce diesel PM and NO_X emissions, the reductions are not quantified (SMAQMD 2009).

Table 3.3-5 summarizes the modeled maximum daily emissions from the construction activities by year over the estimated 24-month buildout period (ending in 2023). Annual emissions for PM_{10} and $PM_{2.5}$ for each modeled year of construction were also estimated. The emissions reductions from the dust control measures were not quantified.

As shown in Table 3.3-5, maximum daily emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ and annual emissions of PM_{10} and $PM_{2.5}$ would not exceed the respective thresholds throughout the estimated 24-month buildout period. Based on conservative modeling, construction of a future corporation yard would not exceed NO_X,

PM_{10}, and $PM_{2.5}$ thresholds. Therefore, construction emissions would not contribute to the existing nonattainment condition in the SVAB with respect to the CAAQS and NAAQS for ozone and PM. This would be a **less-than-significant** impact.

Table 3.3-5 Summary of Maximum Daily Emissions of Criteria Air Pollutants and Precursors Associated with Construction a Future Corporation Yard

Construction Year	ROG lb/day	NO_X lb/day	PM_{10}, lb/day (fugitive/exhaust/total)	PM_{10}, tons/year (fugitive/exhaust/total)	$PM_{2.5}$ (fugitive/exhaust/total)	$PM_{2.5}$ tons/year (fugitive/exhaust/total)
2022	17	77	38/4/41	<1/<1/<1	20/3/24	<1/<1/<1
2023	90	33	18/2/20	<1/<1/<1	10/1/11	<1/<1/<1
SMAQMD Threshold of Significance	NONE	85	-/-/80	14.6	-/-/82	15
Exceed Significance Threshold?	N/A	No	No	No	No	No

Notes: lb/day = pounds per day; N/A = not applicable; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases; tons/year = tons per year

Total values may not add correctly due to rounding. See Appendix B for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2017

Mitigation Measures

None required.

Impact 3.3-2: Long-term operational emissions of air pollutants.

Implementation of a future corporation yard would not result in long-term operational emissions of ROG, NO_X, and PM_{10} that exceed SMAQMD's thresholds of significance (65 lb/day for ROG, 65 lb/day for NO_X, 80 lb/day and 14.6 tons/year for PM_{10}). Therefore, operation-generated emissions would not conflict with the air quality planning efforts and contribute substantially to the nonattainment status of SVAB with respect to ozone and PM_{10}. This impact would be **less than significant**.

Operations of a future corporation yard would result in the generation of long-term operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ because of mobile, stationary, and area-wide sources. The City currently has a wide variety of uses at the current corporation yard and locations, and these uses would be moved to the new yard. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips generated by employee commute trips and fleet vehicles. Stationary and area-wide sources would include the combustion of natural gas for space and water heating (i.e., energy use), the use of landscaping equipment and other small equipment, the periodic application of architectural coatings, and generation of ROG from the use of consumer products.

Table 3.3-6 summarizes the maximum daily operation-related emissions of criteria air pollutants during the winter and summer seasons, as well as annual emissions of PM_{10} and $PM_{2.5}$, at full buildout. Table 3.3-6 shows the annual operation-related emissions of criteria air pollutants at full buildout (2050). Emissions were calculated based on the proposed land use in CalEEMod and trip rates from Section 3.11, *Transportation and Circulation*. It was assumed that the existing trip generation of the Leidesdorff Yard would cease, and would all occur at a future corporation yard. At complete buildout, a future corporation yard would generate a total (i.e., additional trips plus existing) of up to 937 average daily trips (ADT). CalEEMod default trip distance for the County were used. Trip rate estimates were derived from data generated in the traffic impact analysis conducted for a future corporation yard (see Section 3.11, *Transportation and Circulation*). Twenty-five percent of project-generated trips entering and leaving a future corporation yard would be heavy-duty vehicles and 6 percent would be buses. For detailed modeling assumptions and inputs refer to Appendix B. As shown in Table 3.3-6, operation-related activities would not exceed SMAQMD-recommended thresholds of significance for any criteria air pollutant. Thus, this would be a **less-than-significant** impact.

Table 3.3-6 Summary of Maximum (Unmitigated) Operational Emissions of Criteria Air Pollutants and Precursors at Full Buildout (2050)

Source Type	Maximum Daily Emissions (lb/day)			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
SUMMER				
Area[1]	5	<1	<1	<1
Energy[2]	<1	<1	<1	<1
Mobile	2	9	6	2
Total Summer Daily Emissions	**7**	**9**	**6**	**2**
WINTER				
Area[1]	5	<1	<1	<1
Energy[2]	<1	<1	<1	<1
Mobile	2	9	6	2
Total Winter Daily Emissions	**7**	**9**	**6**	**2**
Annual Emissions	**N/A**	**N/A**	**2 tons/year**	**<1 tons/year**
SMAQMD Threshold of Significance[3]	65	65	80 lb/day and 14.6 tons/year	82 lb/day and 15 tons/year
Exceed Significance Threshold?	No	No	No	No

Notes: Notes: lb/day = pounds per day; N/A = not applicable; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases; tons/year = tons per year

[1] Area-source emissions include emissions from landscaping, application of architectural coatings, and consumer products, and are estimated based on default model settings.

[2] Energy emissions include off-site emissions associated with natural gas consumption for space heating/cooling, and appliance use.

[3] Mass emission significance criteria apply to the sum of area, energy, and mobile sources.

Bold values indicate emissions that would exceed local significance criteria. Total values may not add correctly due to rounding. See Appendix B for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2017

Mitigation Measures

None required.

Impact 3.3-3: Mobile-source CO concentrations.

Long-term operation-related local mobile-source emissions of CO generated by the development a future corporation yard would not violate a standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations. As a result, this impact would be **less than significant**.

Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels at nearby sensitive land uses, such as residential units, hospitals, schools, and childcare facilities. As a result, it is recommended that CO not be analyzed at the regional level, but at the local level.

Construction would occur over at least 24 months and, therefore, traffic related to construction activities would also be spread over the duration of construction activities. As such, construction-generated traffic is not anticipated to result in large peaks at any one time over the course of construction. This analysis focuses on operational-related traffic.

Traffic generated by a future corporation yard would be associated primarily with the operational phase. At complete buildout, a future corporation yard would generate up to 937 ADT, including up to 83 trips during the a.m. peak hour and up to 31 during the p.m. peak hour (see Section 3.11, *Transportation and Circulation*). Heavy-duty vehicles would constitute 25 percent of the trips generated by a future corporation yard.

SMAQMD provides a screening methodology to determine whether CO emissions generated by traffic at congested intersections have the potential to exceed, or contribute to an exceedance of, the 8-hour CAAQS of 9.0 micrograms per cubic meter (µg/m^3) or the 1-hour CAAQS of 20.0 µg/m^3. The screening methodology has two tiers of screening criteria. If the first set is not met, then the second tier may be applied. It states that the following criteria must be met:

First-Tier
A project will result in a less-than-significant impact to air quality for local CO if:

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

Second-Tier
If all the following criteria are met, a project will result in a less-than-significant impact to air quality for local CO.

- The project will not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project will not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by CalEEMod model).

Based on the traffic study conducted (see Section 3.11, *Transportation and Circulation*) a future corporation yard would result in the deterioration of LOS to area intersections. This would include the following intersections: Prairie City Road and U.S. Route 50 (U.S. 50) (Westbound ramps), and Prairie City Road and White Rock Road. Further, Scott Road (Eastbound) and White Rock Road intersection near the future corporation yard already experiences a LOS of E and would experience added traffic volume as a result of a future corporation yard. Therefore, both conditions of the first tier of screening would occur so a future corporation yard traffic conditions are evaluated against SMAQMD's second tier of screening.

As described in the traffic study conducted for a future corporation yard (see Table 3.11-4 in Section 3.11, *Transportation and Circulation*), a future corporation yard would generate a maximum of 83 trips during the a.m. peak hour and up to 31 during the p.m. peak hour. Therefore, none of the intersections would be anticipated to accommodate traffic volumes that would exceed 31,600 vehicles per hour, even assuming all trips occurred at the same intersection. The total trip generation of a future corporation yard is 937, which is below the criteria for a single intersection. Also, due to stricter vehicle emissions standards in newer cars, new technology, and increased fuel economy, CO emissions are expected to be substantially lower in future years than under existing conditions. Furthermore, a future corporation yard would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other location in which horizontal or vertical mixing of mobile-source CO emissions would be substantially limited. Thus, local mobile-source CO emissions generated by a future corporation yard would not result in or substantially contribute to concentrations that exceed the 1-hour or 8-hour ambient air quality standards for CO. As a result, this impact would be **a less-than-significant** impact.

Mitigation Measures
None required.

Impact 3.3-4: Exposure of sensitive receptors to TACs.

Construction- and operation-related emissions of TACs associated with the implementation of a future corporation yard would result an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors. Therefore, this impact would be potentially **significant**.

Particulate exhaust emissions from diesel fueled engines (diesel PM) was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of diesel PM, as discussed above in Section 3.3.1, *Regulatory Setting*, outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2003). With regards to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period. According to the Office of Environmental Health Hazard Assessment (OEHHA), *Guidance Manual for Preparation of Health Risk Assessments*, which determine the exposure of sensitive receptors to TAC emissions should be based on a 30-year exposure period for estimating cancer risk at the maximum exposed individual resident (MEIR), with 9- and 70-year exposure periods at the MEIR as supplemental information. Furthermore, 70-year exposure period is required for estimating cancer burden or providing an estimate of population-wide risk (OEHHA 2015:8-1).

The exposure of sensitive receptors to TAC emissions from construction and operational sources generated by a future corporation yard are discussed separately below. Diesel PM is the focus of this analysis because it is known that diesel PM would be emitted during construction and operation of a future corporation yard.

Construction

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation, grading, paving, on-road truck travel, and other miscellaneous activities. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they do not operate at any one location for extended periods of time such that they would expose a single receptor to excessive diesel PM emissions. This analysis focuses primarily on heavy-duty construction equipment used on-site that may affect nearby off-site existing and future land uses.

It is important to consider that the use of off-road heavy-duty diesel equipment would be limited to the construction phase. As construction progresses, activity intensity and duration would vary throughout the site. Emissions of diesel PM would not be generated at any single location during the entire construction phase because construction would occur at different locations throughout a future corporation yard. As such, diesel PM-emitting construction activity would not take place near any single existing or future receptor for extended periods of time, or even during the entire construction period.

There are no existing off-site residential receptors located within 1,000 feet of a future corporation yard; however, there are proposed residential receptors located approximately 250 feet north of a future corporation yard. The proposed residential receptors could be occupied during construction of a future corporation yard that could be exposed to TAC emissions from construction sources. Studies show that diesel PM is highly dispersive, and receptors must be near emission sources to result in the possibility of exposure to concentrations of concern and must be in close proximity for a long duration of time.

Construction activities are temporary and intermittent in nature and diesel PM are highly dispersive; however, construction-related TAC emissions could expose sensitive receptors to an incremental increase in cancer risk greater than 10 in 1 million or a hazard index greater than 1.0.

Long-Term Operation

Operation of the Prairie City SVRA OHV recreation generates fugitive dust; however, the Prairie City SVRA OHV track is located 2,300 feet south of a future corporation yard. Furthermore, a future corporation yard

does not propose addition of any new sensitive receptors, and operation of a future corporation yard includes industrial activities which are compatible with the OHV recreation. To limit fugitive dust, Prairie City SVRA limits vehicle speeds in the unpaved, non-OHV-riding areas; implements fugitive dust mitigation practices involving water and dust suppressants on a regular schedule and as needed; applies moisture retention chemicals to the soil; and amends track soils with sand, topsoil, and rice hulls as needed (California State Parks 2015). Therefore, the separating distance and fugitive dust control measures would minimize fugitive dust generated by operation of the Prairie City SVRA OHV.

A future corporation yard does not include the addition of any new sensitive receptors so this impact addresses TAC sources associated with operation of the new and relocated corporation yard. Operation from a future corporation yard could result in new sources of TACs associated with an increase in heavy-duty truck trips (i.e., diesel exhaust) on City roads, diesel exhaust emissions associated with daily operational activities at the corporation yard (e.g., loading, unloading, idling, fueling). There are no existing off-site residential receptors located within 1,000 feet of the future corporation yard; however, there are proposed residential receptors located approximately 250 feet north of the project site that, if constructed and operated prior to the construction of the corporation yard, could be exposed to TAC emissions from operational sources.

The future corporation yard would result in increases in mobile-source emissions on local roadways, including US 50, associated with traffic generated by a future corporation yard. Existing traffic volumes on US 50 are approximately 94,000 per day (Caltrans 2017). Guidance from SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* and CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors not be placed within 500 feet of freeways or urban streets with volumes that exceed 100,000 per day (CARB 2005).

Based on the traffic study conducted, the future corporation yard would result in 937 ADT (i.e., new TAC sources), traveling through 12 different intersections (see Table 3.11-7 in Section 3.11, *Transportation and Circulation*). Total trips generated by a future corporation yard dispersed over many intersections and roadways throughout the project site would result in fewer vehicles than 937 on any given road, and therefore; would not be considered a substantial increase in mobile-source TACs (CARB 2005). A future corporation yard-related increases in TACs would not result in a substantial increase to existing TAC levels on existing roadways.

CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors not be placed within 1,000 feet of a distribution center that accommodates more than 100 trucks per day (CARB 2005). Although no existing off-site residential receptors are located within 1,000 feet of a future corporation yard, there are proposed residential receptors located approximately 250 feet north of a future corporation yard. Diesel PM-generating trucks loading/unloading and idling at a future corporation yard could potentially expose future sensitive receptors to increased TAC emissions. In summary, construction-related emissions of TACs associated with the implementation a future corporation yard would not result an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors. However, diesel PM-generating trucks loading/unloading and idling at a future corporation yard could expose residents of nearby approved developments to increased TAC emissions, thus resulting in an incremental increase in cancer risk that that exceeds 10 in one million and/or a hazard index of 1.0 or greater. This impact would be **significant**.

Mitigation Measure 3.3-1: Incorporate design features to minimize exposure of sensitive receptors to TACs.

Prior to construction, the City of Folsom will implement the following measures to address TAC exposure:

Construction

- Enforce idling time restrictions for construction vehicles;
- Require construction vehicles to operate with the highest tier engines commercially available; and
- Increase use of electric and renewable fuel-powered construction equipment.

Operation

- Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and

- Signs shall be posted at all truck loading areas which indicate that diesel powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions of diesel PM.

Significance after Mitigation

Implementation of Mitigation Measure 3.3-1 would incorporate measures to minimize exposure of sensitive receptors and ensure that any construction activities and new sources of TACs associated with a future corporation yard construction and operation would not expose sensitive land uses to excessive TAC levels. Thus, the TAC sources generated by a future corporation yard construction and operation would not result in an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors and this impact would be reduced to **less than significant**.

Impact 3.3-5: Exposure of sensitive receptors to odors.

A future corporation yard would introduce new odor sources into the area (e.g., temporary diesel exhaust emissions during construction and heavy-duty trucks associated with industrial land use). Construction and long-term operation of a future corporation yard would not result in the exposure of sensitive receptors to excessive odors. Therefore, this impact would be **less than significant**.

The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose a substantial number of people to objectionable odors would be deemed to have a significant impact.

Minor odors from the use of heavy-duty diesel equipment, and the laying of asphalt during construction activities would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. Proposed residential receptors are located to the north of a future corporation yard. Construction activities would primarily occur during daytime hours, when many residents who are employed or are students typically are not home. Thus, the approved surrounding sensitive receptors would not be subject to potential objectionable odors associated with construction activities.

Operation of the industrial land use would generate minor odors associated with exhaust fumes from heavy-duty vehicles; however, a future corporation yard would not generate substantial objectionable odors. The site is surrounded by mostly vacant, undeveloped land. An aggregate quarry is located to the south and Aerojet's Area 41 remediation site is to the east. No major odor sources (i.e., dairy, wastewater treatment plant, landfill) exist in the immediate vicinity of a future corporation yard. Therefore, the implementation of a future corporation yard would not result in exposure of a substantial number of people to objectionable odors. This would be a **less-than-significant** impact.

Mitigation Measures

No mitigation is required.

3.4 BIOLOGICAL RESOURCES

This section describes the presence or potential presence of common and sensitive biological resources on the project site and identifies potential effects of the Folsom Corporation Yard SOIA/annexation project on those resources. Mitigation measures are recommended to reduce potential impacts, as appropriate. The data reviewed in preparation of this analysis included:

- Special-status Plant Survey for Scott Road (GenCorp Realty Investments, LLC. 2008);
- Wet Season Survey for Federally Listed Branchiopods for Scott Road Property (GenCorp Realty Investments, LLC 2009);
- records search and GIS query of the California Natural Diversity Database (CNDDB) (2017);
- Calflora online database of plants in California (Calflora 2017);
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CNPS 2017);
- eBird online database of bird observations (eBird 2017); and
- reconnaissance-level survey of project site on November 9, 2017.

Comments received on the notice of preparation regarding biological resources included comments received from the California State Parks and California Department of Fish and Wildlife (CDFW) regarding biological resources of concern that could be adversely affected by the project. Comments generally pertained to impacts to sensitive wildlife species, vernal pools, wetlands, and streams.

3.4.1 Environmental Setting

The project site is currently located within unincorporated Sacramento County south of the City of Folsom (Exhibit 2-1). The project site is bordered on the north by White Rock Road and on the east by Scott Road. The western edge of the project site is adjacent to a portion of the Prairie City Off Highway Vehicle Park and is separated by a fence. The southern portion of the project site is within APN 072-0110-001, owned by Aerojet Rocketdyne Inc., and includes the same types of habitat as the project site. APN 072-0110-001 also contains an approximately 1.5-acre stock pond surrounded by Fremont cottonwood trees (*Populus fremontii*) and willows (*Salix* sp.). The stock pond and cottonwood trees are not located within the project site.

The project site contains primarily grazed annual grassland habitat with isolated trees and several different aquatic features including vernal pools, seasonal wetlands, intermittent drainages, and constructed ditches (Exhibit 3.4-1, Table 3.4-1).

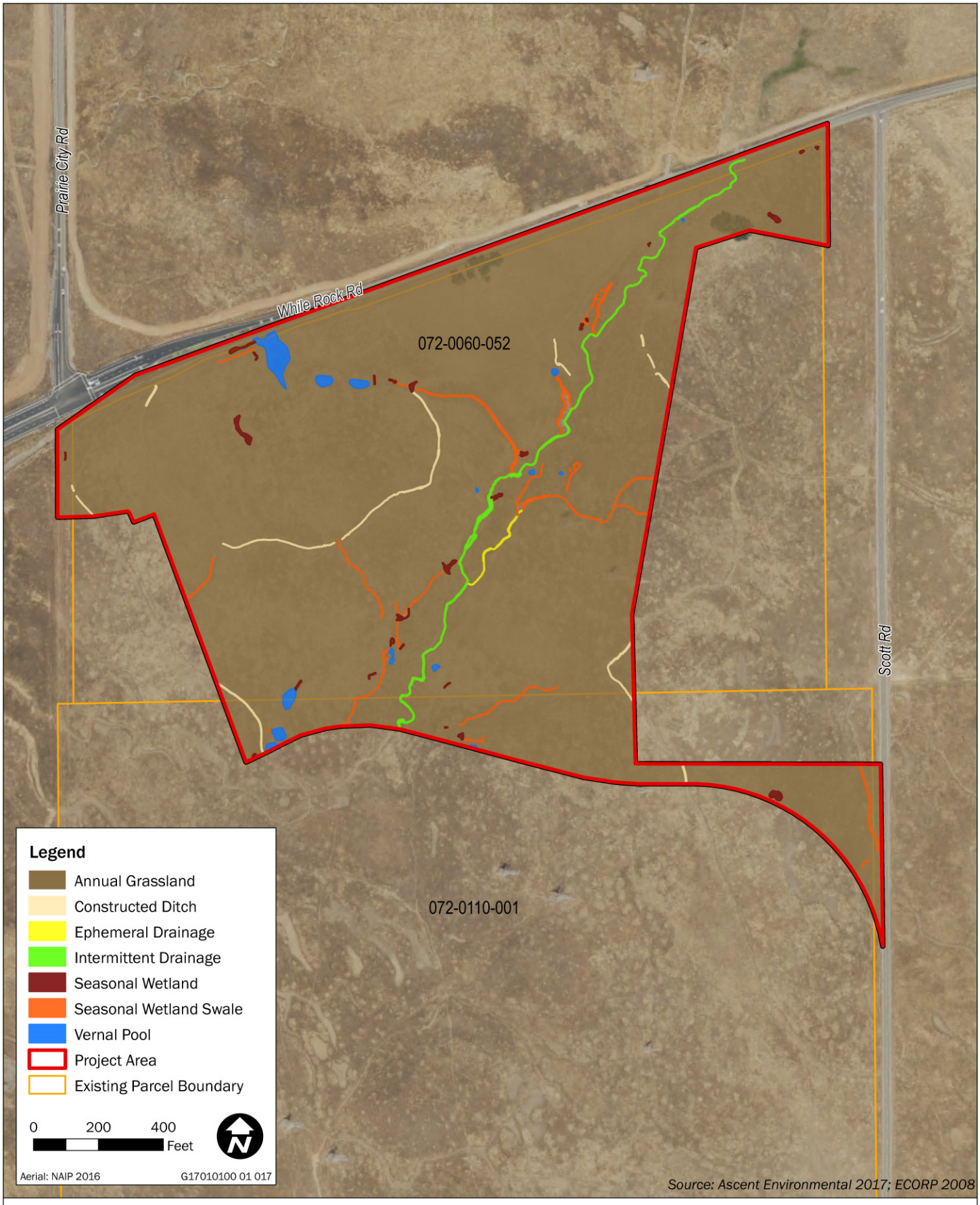


Exhibit 3.4-1

Land Cover and Aquatic Features

ASCENT ENVIRONMENTAL

Table 3.4-1 Habitat Types within the Project Site

Habitat Type	Size (acres)
Annual Grassland	56.71
Constructed Ditch	0.08
Ephemeral Drainage	0.02
Intermittent Drainage	0.17
Seasonal Wetland	0.14
Seasonal Wetland Swale	0.25
Vernal Pool	0.35

Source: Data compiled by Ascent Environmental in 2017

Annual Grassland

The project site contains approximately 56.7 acres of annual grassland habitat consisting of native and nonnative grasses and forbs such as brome (*Bromus* sp.), rattlesnake grass (*Briza maxima*), oat (*Avena* sp.), and sticky tarweed (*Holocarpha virgata*; Table 3.4-1). Approximately 41.5 acres of thr grassland habitat within the project site is associated with development of the proposed Folsom Corporation Yard site and the Scott Road realignment, and the remaining 15.2 acres are associated with the Capitol SouthEast Connector right-of-way. The grassland has been grazed by cattle and the terrain is uneven due to the grazing and historic mining activity.

Vernal Pools and Wetlands

The project site contains 14 vernal pools with a combined area of approximately 0.35 acre of habitat (Table 3.4-1). Additionally, the project site contains approximately 0.14 acre of seasonal wetland habitat, 0.25 acre of seasonal wetland swale, 0.19 acre of ephemeral and intermittent drainage, and 0.08 acre of constructed ditches (Table 3.4-1). During the November 2017 reconnaissance survey, the dominant vegetation within vernal pool and wetland habitat was coyote thistle (*Eryngium vaseyi*). However, several other vernal pool plant species have been observed within the project site during wet season surveys, including Fremont's goldfields (*Lasthenia fremontii*), white headed navarretia (*Navarretia leucocephala*), and bristled downingia (*Downingia bicornuta*).

Trees

The only trees within the project site are located along the northern edge of the site adjacent to White Rock Road. Trees include a small grove of nonnative black locust (*Robinia psuedoacacia*) and common fig (*Ficus carica*) approximately 0.25 mile east of the intersection of White Rock Road and Prairie City Road. Two valley oak (*Quercus lobata*) trees are present approximately 0.10 mile west of the intersection of White Rock Road and Scott Road. One of the valley oaks is dead and, upon review of historic aerial imagery, appears to have fallen sometime during the spring or summer of 2017. The second valley oak is healthy and between 36 and 40 inches diameter at breast height (DBH).

COMMON WILDLIFE SPECIES

During the November 2017 reconnaissance survey, several common species were observed, including American crow (*Corvus brachyrhynchos*), Brewer's blackbird (*Euphagus cyanocephalus*), red-tailed hawk (*Buteo jamaicensis*), western bluebird (*Sialia mexicana*), and western meadowlark (*Sturnella neglecta*) which is commonly associated with grasslands. Many small rodent burrows, trails, and droppings were observed during the survey, likely associated with voles (*Microtus* sp.) and deer mice (*Peromyscus maniculatus*). The project site also contains five large transmission towers that are likely used by raptors, including owls, for roosting and foraging.

SENSITIVE BIOLOGICAL RESOURCES

Special-Status Species

Special-status species are plants and animals that are legally protected under California Endangered Species Act (CESA) (Fish and Game Code, Section 2050 et seq.), the federal, or other regulations, as well as species considered sufficiently rare by the scientific community to qualify for such listing. For this EIR, special-status species are defined as:

- species listed or proposed for listing as threatened or endangered under ESA (50 Code Fed. Regs., Section 17.12) for listed plants, (50 Code Fed. Regs., Section 17.11) for listed animals, and various notices in the Federal Register for proposed species;
- species that are candidates for possible future listing as threatened or endangered under ESA (75 Code Fed. Regs., Section 69222);
- species that are listed or proposed for listing by the State of California as threatened or endangered under CESA of 1984 (14 Cal. Code Regs., Section 670.5);
- plants considered by CDFW to be "rare, threatened, or endangered in California" (Rare Plant Ranks 1A, 1B, 2A, and 2B; CNDDB 2017; CNPS 2017);
- species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) Guidelines, Section 15380;
- animals fully protected in California (Fish and Game Code, Section 3511 for birds, Section 4700 for mammals, and Section 5050 for reptiles and amphibians); or
- animal species of special concern to CDFW.

Special-Status Plants

Table 3.4-2 provides a list of the special-status plant species that have been documented on the project site or the CNDDB 5-mile search area, and describes their regulatory status, habitat, and potential for occurrence in the project site. A total of eight special-status plant species have potential to occur within the project site. These species include dwarf downingia (*Downingia pusilla*), Bogg's Lake hedge-hyssop (*Gratiola heterosepala*), Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), legenere (*Legenere limosa*), pincushion navarretia (*Navarretia myersii* ssp. *myersii*), slender Orcutt grass (*Orcuttia tenuis*), Sacramento Orcutt grass (*Orcuttia viscida*), and Sanford's arrowhead (*Sagittaria sanfordii*).

Table 3.4-2 Special-Status Plant Species Known to Occur in the Project Region and their Potential for Occurrence on the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
Dwarf downingia *Downingia pusilla*			2B.2	Wetland. Valley and foothill grassland (mesic sites), vernal pools. Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 3 to 1,608 ft in elevation. Blooms March-May.	May occur. The nearest known occurrence of this species is approximately 4.5 miles northwest of the project site (CNDDB 2017). While dwarf downingia was not observed during 2008 rare plant surveys (GenCorp Realty Investments, LLC. 2008), the project site contains potentially suitable vernal pool and seasonal wetland habitat for this species.
Boggs Lake hedge-hyssop *Gratiola heterosepala*		SE	1B.2	Wetland. Marshes and swamps (freshwater), vernal pools. Clay soils; usually in vernal pools, sometimes on lake margins. 33	Likely to occur. This species was observed within a vernal pool adjacent to the project site during 2008 rare plant surveys (GenCorp Realty Investments, LLC. 2008). The project site contains potentially suitable seasonal wetland and vernal pool habitat for this species.

Table 3.4-2 Special-Status Plant Species Known to Occur in the Project Region and their Potential for Occurrence on the Project Site

Species	Listing Status[1]			Habitat	Potential for Occurrence[2]
	Federal	State	CRPR		
				to 7,792 ft in elevation. Blooms April-August.	
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*			1B.2	Valley and foothill grassland. Restricted to the edges of vernal pools in grassland. 98 to 328 ft in elevation. Blooms March-May.	May occur. The nearest known occurrence of this species is approximately 8 miles southwest of the project site near Mather Airport (Calflora 2017, CNPS 2017). While Ahart's dwarf rush was not observed during 2008 rare plant surveys (GenCorp Realty Investments, LLC. 2008), the project site contains potentially suitable grassland, vernal pool, and seasonal wetland habitat for this species.
Legenere *Legenere limosa*			1B.1	Vernal pools, wetland. In beds of vernal pools. 3 to 2,887 ft in elevation. Blooms April-June.	Likely to occur. Legenere was observed during 2008 rare plant surveys approximately 0.25 mile south of the project site on the edge of the stock pond (GenCorp Realty Investments, LLC. 2008). Potentially suitable vernal pool and seasonal wetland habitat is present within the project site.
Pincushion navarretia *Navarretia myersii* ssp. *myersii*			1B.1	Vernal pools, wetland. Clay soils within non-native grassland. 148 to 328 ft in elevation. Blooms April-May.	May occur. The nearest known occurrence of this species is approximately 4.5 miles northwest of the project site (CNDDB 2017). While pincushion navarretia was not observed during 2008 rare plant surveys (GenCorp Realty Investments, LLC. 2008), the project site contains potentially suitable vernal pool and seasonal wetland habitat for this species.
Slender Orcutt grass *Orcuttia tenuis*	FT	SE	1B.1	Vernal pools, wetland. Often in gravelly substrate. 82 to 5,758 ft in elevation. Blooms May-October.	May occur. The nearest known occurrence of this species is approximately 5.2 miles west of the project site (Calflora 2017, CNPS 2017). While slender Orcutt grass was not observed during 2008 rare plant surveys (GenCorp Realty Investments, LLC. 2008), the project site contains potentially suitable vernal pool and seasonal wetland habitat for this species.
Sacramento Orcutt grass *Orcuttia viscida*	FE	SE	1B.1	Vernal pools, wetland. 49 to 279 ft in elevation. Blooms April-September.	May occur. The nearest known occurrence of this species is approximately 3.3 miles southwest of the project site (CNDDB 2017). While Sacramento Orcutt grass was not observed during 2008 rare plant surveys (GenCorp Realty Investments, LLC. 2008), the project site contains potentially suitable vernal pool and seasonal wetland habitat for this species.
Sanford's arrowhead *Sagittaria sanfordii*			1B.2	Wetland. Marshes and swamps. In standing or slow-moving freshwater ponds, marshes, and ditches. 0 to 2,133 ft in elevation. Blooms May-November.	May occur. The nearest known occurrence of this species is approximately 3 miles east of the project site (CNDDB 2017). While Sanford's arrowhead was not observed during 2008 rare plant surveys (GenCorp Realty Investments, LLC. 2008), the project site contains potentially suitable seasonal wetland habitat for this species.

Notes: USFWS = CRPR = California Rare Plant Rank; CNDDB = California Natural Diversity Database

[1] Legal Status Definitions

Federal:
- E Endangered (legally protected by ESA)
- T Threatened (legally protected by ESA)

State:
- E Endangered (legally protected by CESA)
- R Rare (legally protected by CNPPA)

California Rare Plant Ranks:
- 1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)
- 2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

Threat Ranks
- 0.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
- 0.2 Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)

[2] Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present on the project site due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available at the project site; however, there are little to no other indicators that the species might be present.

Likely to occur: The species, or evidence of its presence, was observed at the project site during reconnaissance surveys, or was reported by others.

Sources: CNDDB 2017; Calflora 2017, CNPS 2017

Special-Status Wildlife

Table 3.4-3 provides a list of the special-status wildlife species that have been documented on the project site or the CNDDB 5-mile search area, and describes their regulatory status, habitat, and potential for occurrence in the project site. A total of nine special-status wildlife species have potential to occur within the project site (Table 3.4-3). These species include western spadefoot (*Spea hammondii*), burrowing owl (*Athene cunicularia*), golden eagle (*Aquila chrysaetos*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), and American badger (*Taxidea taxus*).

The project site does not contain federally designated critical habitat for listed species.

Table 3.4-3 Special-Status Animal Species Known to Occur in the Project Region and their Potential for Occurrence on the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Reptiles				
Western pond turtle *Actinemys marmorata*		SSC	Aquatic, artificial flowing waters, Klamath/north coast flowing waters, Klamath/north coast standing waters, marsh and swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing and standing waters. A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Not expected to occur. The nearest known occurrence of this species is approximately 3 miles north of the project site within a human-made ditch (CNDDB 2017). All known occurrences of western pond turtle within 5 miles of the project site are associated with permanent flowing water bodies (CNDDB 2017). The project site contains vernal pool, seasonal wetland, and intermittent drainage habitat. However, the project site does not contain suitable permanent aquatic habitat for this species.
Western spadefoot *Spea hammondii*		SSC	Cismontane woodland, coastal scrub, valley and foothill grassland, vernal pool, and wetlands. Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	May occur. The nearest known occurrence of this species is approximately 4.5 miles northwest of the project site in similar habitat (CNDDB 2017). The project site contains potentially suitable grassland, seasonal wetland, and vernal pool habitat for this species.
Birds				
Burrowing owl *Athene cunicularia*		SSC	Coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, and valley and foothill grassland. Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	May occur. The nearest known occurrence of this species is approximately 1.5 miles east of the project site (CNDDB 2017). While suitable burrows and evidence of ground squirrel activity were not observed during the November 2017 reconnaissance survey, the project site contains potentially suitable grassland habitat with friable soils for this species.
Golden eagle *Aquila chrysaetos*		FP	Broadleaved upland forest, cismontane woodland, coastal prairie, Great Basin grassland, Great Basin scrub, lower montane coniferous forest, pinyon and juniper woodlands, upper montane coniferous forest, and valley and foothill grassland. Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	May occur. The nearest known occurrence of this species is approximately 4.3 miles northeast of the project site in the City of Folsom (CNDDB 2017). The project site contains potentially suitable nesting habitat within a large valley oak tree on the project site. While no nests were observed in the tree during the November 2017 reconnaissance survey, it is possible that a golden eagle could establish a nest in the future or forage on the project site.
Northern harrier *Circus cyaneus*		SSC	Coastal scrub, Great Basin grassland, marsh and swamp, riparian scrub, valley and foothill grassland, and wetlands. Coastal salt and fresh-water marsh.	May occur. The project site contains potentially suitable grassland and wetland nesting habitat for this species. While there are no known nesting

Table 3.4-3 Special-Status Animal Species Known to Occur in the Project Region and their Potential for Occurrence on the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	occurrences of northern harrier within 5 miles of the project site. There have been several observations of the species within and adjacent to the project site (eBird 2017).
Swainson's hawk *Buteo swainsoni*		ST	Great Basin grassland, riparian forest, riparian woodland, valley and foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	May occur. The nearest known occurrence of this species is approximately 0.8 mile west of the project site (CNDDB 2017). The project site contains potentially suitable nesting habitat within a large valley oak tree. South of the site, suitable nest trees are present in the Fremont cottonwood trees adjacent to the stock pond. A large nest likely belonging to a raptor was observed within a cottonwood tree during the November 2017 reconnaissance survey.
Tricolored blackbird *Agelaius tricolor*		CE SSC	Freshwater marsh, marsh and swamp, swamp, wetland. Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	Not expected to occur. The nearest known occurrence of this species is approximately 1.3 miles southwest of the project site (CNDDB 2017). The project site does not contain suitable nesting habitat for this species such as blackberries (*Rubus* sp.) or tule (*Schoenoplectus acutus*). Additionally, the offsite stock pond also does not contain suitable nesting substrate because the area surrounding the pond has been trampled and denuded by cattle.
White-tailed kite *Elanus leucurus*		FP	Cismontane woodland, marsh and swamp, riparian woodland, valley and foothill grassland, and wetlands. Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	May occur. The nearest known nesting occurrence of this species is approximately 1 mile southeast of the project site. The project site contains potentially suitable nesting habitat within a large valley oak tree. Offsite nesting habitat is present in Fremont cottonwood trees adjacent to the stock pond. A large nest likely belonging to a raptor was observed within a cottonwood tree during the November 2017 reconnaissance survey.
Fish				
Steelhead - Central Valley DPS *Oncorhynchus mykiss irideus*	FT		Aquatic, Sacramento/San Joaquin flowing waters. Populations in the Sacramento and San Joaquin rivers and their tributaries.	Not expected to occur. The nearest known occurrence of this species is approximately 3 miles north of the project site within the American River (CNDDB 2017). The project site does not contain suitable flowing aquatic habitat for this species.
Invertebrates				
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT		Riparian scrub. Occurs only in the Central Valley of California, in association with blue elderberry (*Sambucus nigra* ssp. *caerulea*). Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries.	Not expected to occur. The nearest known occurrence of this species is approximately 4.6 miles northwest of the project site (CNDDB 2017). The project site contains mostly grassland habitat and does not contain any elderberry shrubs.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT		Valley and foothill grassland, vernal pool, wetland. Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small,	Likely occur. There are multiple known occurrences of this species within approximately 0.5 mile of the project site (CNDDB 2017). While the species was not observed during branchiopod surveys, suitable

Table 3.4-3 Special-Status Animal Species Known to Occur in the Project Region and their Potential for Occurrence on the Project Site

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
			clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	habitat is present within the project site (GenCorp Realty Investments, LLC. 2009).
Vernal pool tadpole shrimp *Lepidurus packardi*	FE		Valley and foothill grassland, vernal pool, wetland. Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.	Likely to occur. This species was observed within vernal pools on the project site during wet season branchiopod surveys (GenCorp Realty Investments, LLC. 2009).
Mammals				
American badger *Taxidea taxus*		SSC	Alkali marsh, alkali playa, alpine, alpine dwarf scrub, bog a fen, brackish marsh, broadleaved upland forest, chaparral, chenopod scrub, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie. Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	May occur. The nearest known occurrence of this species is approximately 6 miles southwest of the project site (CNDDB 2017). The project site contains suitable grassland habitat for this species.

Note: CNDDB = California Natural Diversity Database

1 Legal Status Definitions

Federal:		State:	
E	Endangered (legally protected)	D	Delisted
T	Threatened (legally protected)	FP	Fully protected (legally protected)
D	Delisted	SC	Species of special concern (no formal protection other than CEQA consideration)
PT	Proposed Threatened	E	Endangered (legally protected)
		T	Threatened (legally protected)
		CT	Candidate Threatened

2 Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present in the project site due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available in the project site; however, there are little to no other indicators that the species might be present.

Likely to occur: The species, or evidence of its presence, was observed in the project site during reconnaissance surveys, or was reported by others.

Source: CNDDB 2017, eBird 2017

Sensitive Natural Communities

Sensitive natural communities include those that are of special concern to resource agencies or are afforded specific consideration through CEQA or other federal or State laws. Sensitive natural communities may be of special concern to regulatory agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species. Many of these communities are tracked in CDFW's CNDDB. There are no sensitive natural communities within or adjacent to the project site.

Valley Needlegrass Grassland

Valley needlegrass grassland is associated with two needlegrass species: purple needle grass (*Stipa pulchra*) and nodding needle grass (*Stipa cernua*). There is one occurrence of valley needlegrass grassland approximately 3.5 miles north of the project site in the City of Folsom near Humbug Creek (CNDDB 2017). This site is the only known occurrence of this sensitive natural community in Sacramento County (CNDDB 2017).

Northern Hardpan Vernal Pool

Northern hardpan vernal pools are shallow, ephemeral waterbodies found in depressions among grasslands and open woodlands in the northern Central Valley of California. These vernal pools are formed on alluvial terraces with silicate-cement soil layers. These pool types are on acidic soils and exhibit well-developed mima mound topography found on the eastern margins of the California Central Valley. The project site contains northern hardpan vernal pool habitat and there are several other occurrences within a 5-mile radius of the project site (CNDDB 2017).

Essential Habitat Connectivity Areas

The California Essential Habitat Connectivity Project is an effort to identify large remaining blocks of intact habitat or natural landscape blocks in California, and to model linkages between them; primarily for wildlife movement (Spencer et al. 2010). The project site is located within a natural landscape block due to the relatively contiguous grassland habitat to the east and southeast (Exhibit 3.4-2). However, developed land and White Rock Road north of the project site are not included within the natural landscape block. Potential wildlife movement corridors, or essential connectivity areas, have been modeled south and northeast of the project site (Exhibit 3.4-2).

3.4.2 Regulatory Framework

FEDERAL

Federal Endangered Species Act

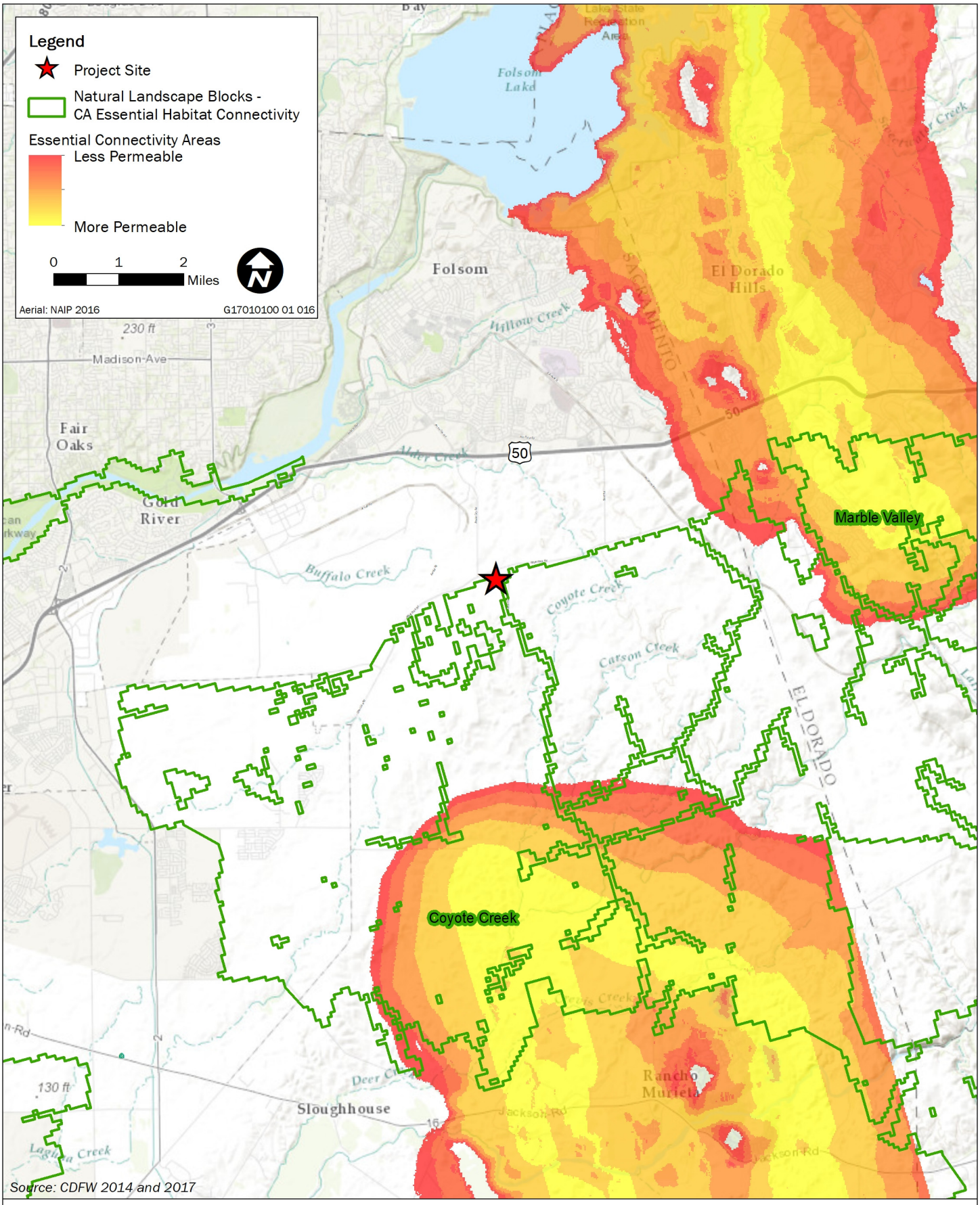
The U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) regulate the taking of terrestrial and inland species, and anadromous and marine species, respectively, listed as threatened or endangered under the ESA. In general, persons subject to ESA (including private parties) are prohibited from "taking" endangered or threatened fish and wildlife species on private property, and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of state law. Under ESA, the definition of "take" is to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." USFWS has also interpreted the definition of "harm" to include significant habitat modification that could result in take. If a project would result in take of a federally-listed species, either the project applicant must acquire an incidental-take permit, under Section 10(a) of ESA, or if a federal discretionary action is involved, the federal action agency must consult with USFWS or NMFS under Section 7 of the ESA.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), first enacted in 1918, provides for protection of international migratory birds and authorizes the Secretary of the Interior to regulate the taking of migratory birds. The MBTA provides that it shall be unlawful, except as permitted by regulations, to pursue, take, or kill any migratory bird, or any part, nest, or egg of any such bird. The current list of species protected by the MBTA can be found in Title 50 of the Code of Federal Regulations (CFR), Section 10.13 (50 CFR 10.13). The list includes nearly all migratory birds native to the United States.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act declares it is illegal to take bald eagles, including their parts, nests, or eggs unless authorized. "Take" is defined as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest, or disturb." Disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause injury to an eagle, or a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or nest abandonment. In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment.



Source: CDFW 2014 and 2017

Exhibit 3.4-2 **Essential Connectivity Areas and Natural Landscape Blocks**

Section 404 of the Clean Water Act

Section 404 of the federal Clean Water Act (CWA) requires a project applicant to obtain a permit before engaging in any activity that involves any discharge of dredged or fill material into waters of the United States, including wetlands. Fill material is material placed in waters of the United States where the material has the effect of replacing any portion of a water of the United States with dry land; or changing the bottom elevation of any portion of a water of the United States. Waters of the United States include navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; relatively permanent tributaries to any of these waters, and wetlands adjacent to these waters. Wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Potentially jurisdictional wetlands must meet three wetland delineation criteria: hydrophytic vegetation, hydric soil types, and wetland hydrology. Wetlands that meet the delineation criteria may be jurisdictional under Section 404 of CWA pending U.S. Army Corps of Engineers (USACE) verification.

Section 401 Water Quality Certification

Under Section 401 of the CWA, an applicant for a Section 404 permit must obtain a certificate from the appropriate state agency stating that the intended dredging or filling activity is consistent with the state's water quality standards and criteria. In California, the authority to grant water quality certification is delegated by the State Water Resources Control Board to the regional water quality control boards (RWQCB).

STATE

California Endangered Species Act

The CESA prohibits the taking of state-listed endangered or threatened species, as well as candidate species being considered for listing. Project proponents may obtain a Section 2081 incidental take permit if the impacts of the take are minimized and fully mitigated, and the take would not jeopardize the continued existence of the species. A "take" of a species, under CESA, is defined as an activity that would directly or indirectly kill an individual of a species. The CESA definition of take does not include "harm" or "harass" as is included in the federal ESA. As a result, the threshold for a take under CESA may be higher than under ESA.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act requires that each of the nine RWQCBs prepare and periodically update basin plans for water quality control. Each basin plan sets forth water quality standards for surface water and groundwater, and actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Basin plans offer an opportunity to protect wetlands through the establishment of water quality objectives. The RWQCB's jurisdiction includes waters of the United States, as well as areas that meet the definition of "waters of the state." Waters of the state is defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The RWQCB has the discretion to take jurisdiction over areas not federally protected under Section 404 of the CWA provided they meet the definition of waters of the state. Mitigation requiring no net loss of wetlands functions and values of waters of the state is typically required by the RWQCB.

Fully Protected Species

Protection of fully protected species is described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and do not provide for authorization of incidental take. CDFW has informed nonfederal agencies and private parties that their actions must avoid take of any fully protected species unless the take is covered under a Natural Community Conservation Plan that is approved by CDFW.

Protection for Bird Nests and Raptors

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (e.g., hawks, owls, eagles, and falcons), including their nests or eggs. Section 3513 of the California Fish and Game Code codifies the federal MBTA.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policies of the Sacramento County 2030 General Plan (Sacramento County 2011) are applicable to the project:

- **Policy CO-58:** Ensure no net loss of wetlands, riparian woodlands, and oak woodlands.
- **Policy CO-59:** Ensure mitigation occurs for any loss of or modification to the following types of acreage and habitat function:
  - vernal pools,
  - wetlands,
  - riparian,
  - native vegetative habitat, and
  - special-status species habitat.
- **Policy CO-60:** Mitigation should be directed to lands identified on the Open Space Vision Diagram and associated component maps (please refer to the Open Space Element of the 2030 General Plan).
- **Policy CO-62:** Permanently protect land required as mitigation.
- **Policy CO-66:** Mitigation sites shall have a monitoring and management program, including an adaptive management component, and an established funding mechanism. The programs shall be consistent with Habitat Conservation Plans that have been adopted or are in draft format.
- **Policy CO-138.** Protect and preserve non-oak native trees along riparian areas if used by Swainson's hawk, as well as landmark and native oak trees measuring a minimum of 6 inches in diameter or 10 inches aggregate for multi-trunk trees at 4.5 feet above ground.
- **Policy CO-139:** Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.
- **Policy CO-140:** For projects involving native oak woodlands, oak savannah or mixed riparian areas, ensure mitigation through either of the following methods:
  - An adopted habitat conservation plan.
  - Ensure no net loss of canopy area through a combination of the following: (1) preserving the main, central portions of consolidated and isolated groves constituting the existing canopy and (2) provide an area on site to mitigate any canopy lost. Native oak mitigation area must be a contiguous area on

site which is equal to the size of canopy area lost and shall be adjacent to existing oak canopy to ensure opportunities for regeneration.

- Removal of native oaks shall be compensated with native oak species with a minimum of a one to one DBH replacement.

- A provision for a comparable onsite area for the propagation of oak trees may substitute for replacement tree planting requirements at the discretion of the County Tree Coordinator when removal of a mature oak tree is necessary.

- **Policy CO-141:** In 15 years, the native oak canopy within onsite mitigation areas shall be 50 percent canopy coverage for valley oak and 30 percent canopy coverage for blue oak and other native oaks.

- **Policy CO-145:** Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.

Sacramento County Swainson's Hawk Ordinance

Chapter 16.130 of Title 16 of the Sacramento County Code addresses the reduction in Swainson's hawk foraging habitat within unincorporated Sacramento County. Participating in the County's Swainson's Hawk Mitigation Program, which is voluntary, is one option for mitigating the loss of foraging habitat within unincorporated areas of the County. Under this program, mitigation for impacts less than 40 acres can be achieved by paying a mitigation fee or providing replacement habitat (title or easement to suitable Swainson's hawk mitigation lands on a per-acre basis); mitigation for impacts of 40 acres or greater can be achieved only by providing replacement habitat under this program. Other mitigation options usually involve working on an individual basis with CDFW. For example, participation in a CDFW-approved conservation bank with available credits for Swainson's hawk foraging habitat could meet mitigation requirements.

Sacramento County Tree Preservation Ordinance

The Sacramento County Tree Preservation Ordinance provides protection for trees within the designated urban area of the unincorporated area of Sacramento County. The Tree Preservation Ordinance applies only to the designated urban area, except for projects that require a discretionary land use entitlement, such as a parcel map. The project site is not within this designated urban area.

South Sacramento Habitat Conservation Plan

The draft South Sacramento Habitat Conservation Plan (SSHCP) is a regional, comprehensive plan that establishes a framework for Permit Applicants to comply with state and federal endangered species regulations and with aquatic resource regulations, while accommodating future land use and development included in the general plans of Sacramento County, Galt, and Rancho Cordova.

The SSHCP identifies "Covered Activities," which are specific types of projects and activities within the Planning Area that may result in the take of SSHCP Covered Species or loss of aquatic resources. SSHCP Covered Activities implemented within the "Preserve System" would include conservation actions necessary to achieve the SSHCP conservation strategy.

The Permit Applicants are requesting ESA and CESA incidental take permits with 50-year permit terms. Under the Proposed Action/Proposed Project Alternative, federal and state incidental take permits would be issued to the Permit Applicants by the USFWS and CDFW, and the USACE would develop and approve a multilevel CWA 404 permit strategy for the Permit applicants.

A public draft of the SSHCP and its Draft EIS/EIR have been released. The project site is within the SSHCP plan area, in a preserve planning unit, but not a designated preserve.

City of Folsom General Plan

The following policies of the City of Folsom General Plan (1993) are applicable to the project:

Goal 23: To preserve existing heritage trees through a City Ordinance.

- **Policy 23.1**: The City shall continue to enforce the Tree Preservation/Landscape Ordinance and identify heritage trees to be preserved. Site designs shall consider buildings and parking configurations which will preserve as many heritage trees as possible.

- **Policy 23.2**: Replacement trees shall be required whenever existing trees are removed.

Goal 25: Wherever feasible, to preserve, acquire, rehabilitate, enhance, and maintain the identified resources for the use and enjoyment of present and future generations. The identified resources include, but are not limited to:

1. Northern hardpan vernal pools and associated sensitive flora;
2. Valley bunch grasslands and associated sensitive flora;
3. Freshwater marshlands and associated sensitive flora;
4. Riparian forests and woodlands and associated sensitive flora;
5. Oak savannah and woodlands and associated sensitive flora;
6. Permanent and seasonal wetlands and associated sensitive flora;
7. American River corridor;
8. Humbug Creek;
9. Blue Ravine Creek;
10. Hinkle Creek;
11. Willow Creek;
12. Lake Natoma;
13. Folsom Lake;
14. Willow Hill Reservoir, if feasible;
15. Tricolored blackbird;
16. Swainson's hawk;
17. Tiger salamander;
18. Valley elderberry longhorn beetle;
19. Folsom Boulevard scenic corridor, from Highway 50 to Sutter Street;
20. Greenback Lane scenic corridor, from the Folsom city limits to Riley Street;
21. East Natoma Street scenic corridor, from Oak Avenue Parkway to the El Dorado County Line; and
22. Folsom-Auburn Road scenic corridor, from the Folsom city limits to Greenback Lane.

- **Policy 25.2**: The City may obtain fee title or protective easements of identified resources.

- **Policy 25.3**: Sensitive habitats and open space shall have their borders defined by public access ways, and/or shall have views from adjacent buildings oriented toward the areas.

- **Policy 25. 4**: The City shall require that a qualified biologist conduct a vegetative/wildlife field survey, and analysis prior to consideration of development applications for project within or adjacent to sensitive habitat areas and potential habitats for sensitive wildlife and floral species.

- **Policy 25.5**: The City shall adopt standards for the designation, enhancement, and maintenance of identified sensitive habitat areas.

- **Policy 25.6**: The City shall establish a vegetation preservation ordinance which:

    1. Specifies native or "naturalized" vegetation which should be given highest priority for preservation.
    2. Requires an applicant to show the approximate location of existing priority vegetation.

3. Consideration of the development of interpretive centers or trails within parkways.

- **Policy 25.7**: Trees or other vegetation comprising riparian or other special habitats targeted for preservation should be preserved regardless of whether they are heritage trees. City of Folsom Tree Preservation Ordinance:
  - All tree removal shall comply with the City's tree preservation ordinance (Folsom 12:16, Tree Preservation). As described in the ordinance the applicant shall prepare and implement a tree mitigation and preservation plan. At minimum, the following actions are required:
    - A site map shall be prepared showing the location of all trees on the site;
    - All protected trees on the site shall be identified, including "Heritage trees" which are defined as native oak trees over 19 inches in diameter at breast height or a multitrunked native oak tree having an aggregate diameter of 38 inches or more at breast height;
    - The extent of protected zones for all protected trees (drip line plus one foot) shall be identified; and
    - A preservation plan shall be prepared that provides for fencing around the protected zone for protected trees during construction; and restrictions on equipment and vehicle parking in protected zones.

Mitigation plans shall include provisions for planting the same species of the regulated tree, temporary or permanent irrigation, and monitoring for a 2-year period. Mitigation tree planting and tree preservation replacement ratios shall be in accordance with the City's tree preservation ordinance (Appendix C, Table C-2).

- Onsite mitigation. The onsite mitigation plan shall include, but is not limited to, the following:
  - A site plan depicting all living protected trees to remain and all living protected trees to be removed, utilizing clear and concise graphics.
  - A table indicating each protected tree to be removed by tree number, DBH, condition, and any other information pertinent to the trees being removed.
  - The plan shall include tree planting locations, size and species of trees to be planted, and planting and irrigation methods.
- If offsite mitigation is desired, the applicant must request approval for one or more of the following methods:
  - Payment of an inch-for-diameter-inch replacement in-lieu fee, as set by city council resolution, to cover the cost of purchasing, planting and initial care of the offsite tree plantings;
  - Dedication of property for the purpose of planting trees (1 diameter inch = .004 acres of land); or
  - Planting of trees on either public property, property with a conservation easement, or on property with an irrevocable offer of dedication to the city.

3.4.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

The analysis of potential impacts to biological resources resulting from project implementation is based on review of existing databases and reports regarding natural resources in the project site described previously in Section 3.4.2, "Environmental Setting."

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, an impact to terrestrial biological resources is considered significant if implementation of the project would do any of the following:

- have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS;
- have a substantial adverse effect on federally protected waters of the United States, including wetlands, as defined by Section 404 of the CWA through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan; or
- 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; or substantially reduce the number or restrict the range of an endangered, rare, or threatened species.

ISSUES NOT DISCUSSED FURTHER

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of biological resources would not be affected by these options. Therefore, this is not discussed further in this section.

Certain Sensitive Natural Communities

The only known occurrence of valley needlegrass grassland is approximately 3.5 miles north of the project site in the City of Folsom near Humbug Creek (CNDDB 2017). The project site does not contain either species of needlegrass associated with this community. This issue is not discussed further. Additionally, the project site does not contain riparian habitat or oak woodlands; therefore, project implementation would

have no impact on these sensitive natural communities. This issue is not discussed further. The project site does contain northern hardpan vernal pool habitat, which is considered a sensitive natural community and is analyzed in this EIR.

Consistency with SSHCP

The SOIA/annexation area is within the proposed SSHCP area. A public draft of the SSHCP and its Draft EIS/EIR have been released, however, the SSHCP has not yet been adopted. The SSHCP includes a multi-jurisdictional group of partners, including Sacramento County, the cities of Rancho Cordova and Galt, the Sacramento County Water Agency, and the Southeast Connector Joint Powers Authority. The project site is currently within PPU1, where only select Covered Activities associated with SSHCP conservation strategies are permissible. Proposed development plans would not qualify as covered activities, and incidental take of covered species would not be permitted under the SSHCP. The City of Folsom is not participating in the SSHCP, and upon annexation into the City of Folsom, the project site would not be included in the SSHCP area and future development related to the proposed SOIA would not be subject to the SSHCP provisions. Because the SSHCP is not an approved plan no conflicts with adopted plans would occur and, there would be no impact and this is not analyzed further in this EIR.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Disturbance to or loss of special-status plant species and habitat

Future development of the SOIA/annexation area could result in the disturbance or loss of several special-status plant species. Because the loss of special-status plants could substantially affect the abundance, distribution, and viability of local and regional populations of these species, this would be a **potentially significant** impact.

Eight special-status plant species were determined to have potential to occur within the project site, including dwarf downingia, Bogg's Lake hedge-hyssop, Ahart's dwarf rush, legenere, pincushion navarretia, slender Orcutt grass, Sacramento Orcutt grass, and Sanford's arrowhead. Suitable habitat for all species includes wetlands and vernal pools, which are present within the project site.

Land use changes associated with development plans of the SOIA/annexation area include construction of roads for the Scott Road realignment, as well as construction of buildings and parking areas for the future corporation yard. Construction activities such as ground disturbance and vegetation removal, and conversion of wetlands and vernal pools to urban uses could result in disturbance or removal of special-status plants and their habitat if they are present. The loss of special-status plants and their habitat could substantially affect the abundance, distribution, and viability of local and regional populations of these species. Therefore, project-related loss of special-status plant species would be a **potentially significant** impact.

Mitigation Measure 3.4-1: Protection and mitigation of special-status plants.

Prior to breaking ground within the SOIA/annexation area, the City of Folsom shall impose the following conditions:

- Prior to construction and during the blooming period for the special-status plant species with potential to occur in the project site, a qualified botanist shall conduct protocol-level surveys for special-status plants in areas where potentially suitable habitat would be removed or disturbed by project activities. Table 3.4-4 summarizes the normal blooming periods for special-status plant species with potential to occur on the project site, which generally indicates the optimal survey periods when the species are most identifiable.

- If no special-status plants are found, the botanist shall document the findings in a letter report to USFWS, CDFW, and the project applicant and no further mitigation shall be required.

Table 3.4-4 Normal Blooming Period for Special-Status Plants with Potential to Occur on the Project Site

Species	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
dwarf downingia *Downingia pusilla*	■	■	■						
Bogg's Lake hedge-hyssop *Gratiola heterosepala*		■	■	■	■	■			
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*	■	■	■						
legenere *Legenere limosa*		■	■	■					
pincushion navarretia *Navarretia myersii* ssp. *myersii*		■	■						
slender Orcutt grass *Orcuttia tenuis*			■	■	■	■	■	■	
Sacramento Orcutt grass *Orcuttia viscida*		■	■	■	■	■	■		
Sanford's arrowhead *Sagittaria sanfordii*			■	■	■	■	■	■	■

Source: Data compiled by Ascent Environmental in 2017

- If special-status plant species are found on the project site and are located outside of the permanent footprint of any proposed structures/site features and can be avoided, the project applicant will establish and maintain a 40-foot protective buffer around special-status plants to be retained.
- If special-status plant species are found that cannot be avoided during construction, the applicant shall consult with CDFW and/or USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts that could occur because of project construction and shall implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite populations on mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated.
- If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.
- Success criteria for preserved and compensatory populations shall include:
  - The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat.
  - Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when:
    - plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; and

- reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity.

- If offsite mitigation includes dedication of conservation easements, purchase of mitigation credits, or other offsite conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations.

Significance Conclusion

Implementation of Mitigation Measure 3.4-1 would reduce significant impacts on special-status plants to a **less-than-significant** level because it would require identification and avoidance of special-status plants or provide compensation for loss of special-status plants through enhancement of existing populations, creation and management of offsite populations, conservation easements, or other appropriate measures.

Impact 3.4-2: Disturbance to or loss of special-status wildlife species and habitat

Future development of the proposed SOIA/annexation area could adversely affect several special-status wildlife species, including amphibians, nesting birds, mammals, and invertebrates. Future development activities such as ground disturbance and vegetation removal, as well as overall conversion of habitat to urban uses, could result in the disturbance or loss of individuals and reduced breeding productivity of these species. Special-status wildlife species are protected under ESA, CESA, California Fish and Game Code, CEQA, or other regulations. The loss of special-status wildlife species and their habitat would be a **potentially significant** impact.

Nine special-status wildlife species have potential to occur within the project site, including western spadefoot, burrowing owl, golden eagle, Swainson's hawk, northern harrier, white-tailed kite, American badger, vernal pool fairy shrimp, and vernal pool tadpole shrimp. Land use changes associated with development plans of the SOIA/annexation area include construction of roads for the Capitol SouthEast Connector Right-of way and for the Scott Road realignment, as well as construction of buildings and parking areas for the future corporation yard. Construction activities such as ground disturbance and vegetation removal, and conversion of wetlands and vernal pools to urban uses could result in disturbance or loss of special-status animals and their habitat, if they are present. Potential effects of future development of the SOIA/annexation area on the special-status animal species known or with potential to occur on the project site are discussed below.

Western Spadefoot

Western spadefoot is a CDFW species of special concern. The project site contains potentially suitable grassland habitat as well vernal pool habitat that represent potentially suitable breeding habitat for western spadefoot. The nearest known occurrence of this species is approximately 4.5 miles northwest of the project site within similar habitat (CNDDB 2017). Future land use changes and development within the SOIA/annexation area could result in disturbance or direct mortality to western spadefoot, if they are present on the project site, through conversion of grassland and vernal pool habitat to urban uses and construction-related ground disturbance. This would be a **potentially significant** impact.

Burrowing Owl

Burrowing owl is a CDFW species of special concern. This project site contains potentially suitable annual grassland breeding habitat for this species. The nearest known occurrence of this species is approximately 1.5 miles east of the project site within similar annual grassland habitat (CNDDB 2017). Future land use changes and development within the SOIA/annexation area could result in destruction of active burrows or direct mortality of burrowing owls, if they are present on the project site, through conversion of grassland to urban uses and construction-related ground disturbance. This would be a **potentially significant** impact.

Nesting Raptors

The project site contains a large, isolated valley oak tree, and is adjacent to a grove of large Fremont cottonwood trees associated with the stock pond south of the project site. These trees could be used for nesting by Swainson's hawk, golden eagle, white tailed kite, or other raptors. All three species have known nesting occurrences within 5 miles of the project site (CNDDB 2017). Grassland and wetland habitat within the project site could be used for nesting by northern harrier. Additionally, the project site contains suitable foraging habitat for all raptor species and signs of rodent activity (many burrows, rodent trails, and scat) suggests that the site supports a healthy population of rodents. While the large valley oak tree did not contain a nest during the November 2017 reconnaissance survey, it is possible that a raptor could establish a nest prior to the commencement of construction. A large raptor nest, potentially associated with a Swainson's hawk, white-tailed kite, or red-shouldered hawk (*Buteo linneatus*), was observed within a large cottonwood tree next to the stock pond.

Project construction activities within the SOIA/annexation area such as ground disturbance, construction vehicles, and presence of construction crews could disturb nesting Swainson's hawks, golden eagles, white-tailed kites, or other raptors if they are present, potentially resulting in nest abandonment, nest failure, or mortality of chicks or eggs. The potential loss of raptor nests would be a **potentially significant** impact.

In addition to direct impacts to active raptor nests, proposed conversion of approximately 41.5 acres of grassland habitat to urban uses is associated with development of the proposed Folsom Corporation Yard site and the Scott Road realignment, and would result in the loss of suitable foraging habitat for raptors including Swainson's hawk and golden eagle. Permanent loss of Swainson's hawk and golden eagle foraging habitat would be a **significant** impact.

American Badger

The project site contains annual grassland habitat that is potentially suitable for American badger. The nearest known occurrence of this species is approximately 6 miles southwest of the project site near Mather Airport (CNDDB 2017). Future land use changes and development within the SOIA/annexation area could result in destruction of active burrows or direct mortality of American badgers, if they are present on the project site, through conversion of grassland to urban uses and construction-related ground disturbance. This would be a **potentially significant** impact.

Aquatic Invertebrates

Two aquatic invertebrate species, vernal pool fairy shrimp and vernal pool tadpole shrimp, could potentially occur on the project site. Vernal pool fairy shrimp is listed as threatened under ESA, and vernal pool tadpole shrimp is listed as endangered under ESA. Vernal pool tadpole shrimp have been observed within vernal pools on the project site during wet season branchiopod surveys (GenCorp Realty Investments, LLC. 2009). Vernal pool fairy shrimp were not observed during the branchiopod surveys; however, there are multiple known occurrences of this species within approximately 0.5 mile of the project site and suitable habitat is present within the project site (CNDDB 2017). Development activities within the SOIA/annexation area, including conversion of vernal pool habitat to urban uses, ground disturbance, and vegetation removal, could result in disturbance or removal of vernal pool fairy shrimp, vernal pool tadpole shrimp, and their habitat if they are present. This would be a **potentially significant** impact.

Mitigation Measure 3.4-2a: Avoidance and protection of spadefoot toad.

The City of Folsom shall impose the following conditions prior to, and during, construction:

- For work conducted during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist shall survey the project site (including access roads) within 48 hours prior to initiation of construction activities. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and further mitigation shall not be required.

- If western spadefoot toad is found within the project site, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures. When feasible, there will be a 50-foot no-disturbance buffer around burrows that provide suitable upland habitat for western spadefoot toad. Burrows considered suitable for spadefoot will be identified by a qualified biologist. The biologist will delineate and mark the no-disturbance buffer.

- If a 50-foot no-disturbance buffer is not feasible, then other mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.

- Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction activities. The training will describe special-status wildlife and habitats, and applicable measures designed to minimize disturbance to these species.

Significance after Mitigation

Implementing Mitigation Measure 3.4-2a would reduce potential impacts on western spadefoot to a **less-than-significant** level because western spadefoot would be avoided and protected from construction activities.

Mitigation Measure 3.4-2b: Protection of burrowing owl.

The City of Folsom shall impose the following conditions prior to, and during, construction:

- The applicant shall retain a qualified biologist to conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 1,500 feet of the project site. Surveys shall be conducted prior to the start of construction activities and in accordance with Appendix D of CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012).

- If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW and no further mitigation would be required.

- If an active burrow is found during the nonbreeding season (September 1 through January 31), the applicant shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of CDFW's 2012 Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project's burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a plan for creation, maintenance, and monitoring of artificial burrows in suitable habitat proximate to the burrows to be destroyed, that provide substitute burrows for displaced owls.

- If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and will be provided with a 150- to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level disturbance as outlined in the CDFW Staff Report (CDFW 2012). The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented to prevent burrowing owls from being detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW's 2012 Staff Report.

- If active burrowing owl nests are found on the site and are destroyed by project implementation, the project applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts to nesting, occupied and satellite burrows, and burrowing owl habitat shall be mitigated such that habitat acreage, number of burrows, and burrowing owls adversely affected are replaced through permanent conservation of comparable or better habitat with

similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards:

- Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species range wide.

- If feasible, mitigation lands shall be provided adjacent or proximate to the site so that displaced owls can relocate with reduced risk of take. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity.

- If suitable habitat is not available for conservation adjacent or proximate to the project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW.

- If mitigation is not available through an approved mitigation bank and will be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.

Significance after Mitigation

Implementing Mitigation Measure 3.4-2b would reduce potential impacts on burrowing owl to a **less-than-significant** level because burrowing owls would be avoided and protected from construction activities, or the project applicant would compensate for project-related loss of suitable occupied habitat.

Mitigation Measure 3.4-2c: Protection measures for nesting raptors.

The City of Folsom shall impose the following conditions prior to, and during, construction:

The following measures will be implemented and are intended to avoid and minimize impacts to nesting raptors including Swainson's hawk:

- For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson's hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15.

- For construction activities that would occur within 0.5 mile of a likely Swainson's hawk nest site, the project applicant shall attempt to initiate construction activities prior to nest initiation phase (i.e., before March 1). Depending on the timing, regularity, and intensity of construction activity, construction in the area prior to nest initiation may discourage a Swainson's hawk pair from using that site and eliminate the need to implement further nest-protection measures, such as buffers and limited construction operating periods around active nests. Other measures to deter establishment of nests (e.g., reflective striping or decoys)

may be used prior to the breeding season in areas planned for active construction. However, if breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities.

- Impacts to nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson's hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.

- Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.

Significance after Mitigation

Implementation of Mitigation Measure 3.4-2c would reduce impacts on nesting raptors to a **less-than-significant** level because preconstruction surveys would be conducted and active raptor nests would be protected from construction activities.

Mitigation Measure 3.4-2d: Mitigation for loss of Swainson's hawk foraging habitat.

The City of Folsom shall impose the following conditions prior to, and during, construction:

To mitigate for the loss of approximately 41.5 acres of suitable Swainson's hawk foraging habitat, the project applicant shall implement a Swainson's hawk mitigation plan consistent with the Sacramento County Swainson's Hawk Ordinance, including but not limited to the requirements described below:

- Prior to any site disturbance, such as clearing or grubbing, the issuance of any permits for grading, building, or other site improvements, or recordation of a final map, whichever occurs first, the project applicant shall acquire suitable Swainson's hawk foraging habitat as determined by CDFW and approved by the County.

- The project applicant shall preserve through conservation easement(s) or fee title one acre of similar habitat for each acre affected.

- The project applicant shall transfer said easement(s) or title to the County, CDFW, and a third-party conservation organization as acceptable to the County and CDFW. The County may, at its discretion, waive the requirement for a third-party conservation organization to be party to the easement or fee title. Such third-party conservation organizations shall be characterized by non-profit 5019(c)(3) status with the Internal Revenue Service and be acceptable to both the County and CDFW.

Significance after Mitigation

Implementing Mitigation Measure 3.4-2d would reduce impacts on Swanson's hawk foraging habitat, but not to a less-than-significant level. Approximately 41.5 acres of suitable foraging habitat within the project site would be converted to urban uses for the Folsom Corporation Yard and Scott Road realignment. Development within the region surrounding the project site has resulted in widespread loss of foraging habitat for Swainson's hawk because of conversion of grassland and agricultural habitats. While loss of foraging habitat within the project site would be mitigated at a 1:1 ratio, no new lands would be created; therefore, any loss of foraging habitat would result in **significant and unavoidable** impacts to local nesting Swainson's hawks.

Mitigation 3.4-2e: Protection measures for American badger.

The City of Folsom shall impose the following conditions prior to, and during, construction:

This mitigation measure applies to projects or ground-disturbing activities with potential to disturb suitable habitat for American badger.

Prior to construction activities within suitable habitat for American badger (e.g., annual grassland), a qualified wildlife biologist shall conduct surveys to identify any American badger burrows/dens. These surveys shall be conducted not more than 15 days prior to the start of construction. If occupied burrows are not found, further mitigation will be not required. If occupied burrows are found, impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction-related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week to track the status of the den and to determine when a den area has been cleared for construction.

Significance after Mitigation

Implementation of Mitigation Measure 3.4-2e would reduce impacts on American badger to a **less-than-significant** level because preconstruction surveys would be conducted and active badger dens would be protected from construction activities.

Mitigation Measure 3.4-2f: Mitigation for aquatic invertebrates; vernal pool fairy shrimp and vernal pool tadpole shrimp.

The City of Folsom shall impose the following conditions prior to, and during, construction:

- This mitigation measure applies to projects or ground-disturbing activities with potential to disturb habitat for vernal pool crustaceans; it incorporates the conservation measures from the USFWS Programmatic Biological Opinion (USFWS 1996) that provide for both habitat preservation and habitat creation for vernal pool fairy shrimp and vernal pool tadpole shrimp.

- Because suitable wetland or vernal pool habitat is known to occur on the project site (see Mitigation Measure 3.4-3), the project applicant shall implement the following measures to minimize and compensate for loss of vernal pool fairy shrimp and vernal pool tadpole shrimp.

- Habitat Preservation: The applicant, in consultation with USFWS, shall compensate for direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 2:1, by purchasing vernal pool preservation credits from a USFWS-approved conservation bank. Compensation credits shall be purchased prior to any ground-disturbing activities.

- Habitat Creation: The applicant shall compensate for the direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 1:1, by purchasing vernal pool creation credits from a USFWS-approved conservation bank.

- Mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat.

- For seasonal wetlands and drainages that shall be retained on the site (i.e., those not proposed to be filled), a minimum setback of at least 50 feet from these features will be avoided on the project site. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities, and shall be maintained for the duration of construction activities.

- A worker environmental awareness training shall be conducted to inform onsite construction personnel regarding the potential presence of listed species and the importance of avoiding impacts to these species and their habitat.

- The applicant shall secure any necessary take authorization prior to project construction through formal consultation between USACE and USFWS pursuant to Section 7 of the ESA, and shall implement all measures included in the Biological Opinion issued by USFWS.

Significance after Mitigation

Implementation of Mitigation Measure 3.4-2f would reduce significant impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp and suitable habitat to a **less-than-significant** level because it would offset the impact through preserving vernal pool habitat at a ratio of 2:1 and the creation of vernal pool habitat at a ratio of 1:1 within a USFWS-approved mitigation bank or onsite habitat enhancement and protection subject to USFWS approval.

Impact 3.4-3: Disturbance and loss of wetlands, other waters of the United States, and waters of the state

Seasonal wetlands, intermittent drainages, and vernal pools are present within the SOIA/annexation area. Future land use changes and development would result in conversion of wetland habitat to urban uses. Loss or degradation of wetland or vernal pool habitat would be a **potentially significant** impact.

The project site contains approximately 0.35 acre of vernal pool habitat, 0.14 acre of seasonal wetland habitat, 0.25 acre of seasonal wetland swale, 0.19 acre of ephemeral and intermittent drainage, and 0.08 acre of constructed ditches (Table 3.4-1). Land use changes associated with development plans of the SOIA/annexation area include construction of roads for the Capitol SouthEast Connector right-of-way and for the Scott Road realignment, as well as construction of buildings and parking areas for the future corporation yard. Construction activities such as ground disturbance and vegetation removal, and conversion of habitat to urban uses could result in fill or disturbance to vernal pools, wetlands, or other waters of the United States or state, which would be a **potentially significant** impact.

Mitigation Measure 3.4-3: Wetlands, other waters of the U.S., and waters of the state.

The City of Folsom shall impose the following conditions prior to, and during, construction:

- Wetlands and vernal pools are of special concern to resource agencies and are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. The project applicant shall retain a qualified biologist to conduct an updated delineation of waters of the United States or state, including wetlands that would be affected by the project, through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States or state would result from implementation of the project, authorization for such fill shall be secured from USACE through the 404 permitting process. Any waters of the United States that would be affected by project development shall be replaced or restored on a "no-net-loss" basis in accordance with USACE mitigation guidelines (or the applicable USACE guidelines in place at the time of construction). In association with the Section 404 permit (if applicable) and prior to the issuance of any grading permit, Section 401 Water Quality Certification from the RWQCB shall be obtained.

- If it is determined that waters subject to jurisdiction by CDFW are present within the project site following the delineation of waters of the United States and state, and that site development would affect the bed, bank, or channel, a Streambed Alteration Notification will be submitted to CDFW, pursuant to Section 1600 et seq. of the California Fish and Game Code. If proposed activities are determined to be subject to CDFW jurisdiction, the project proponent will abide by the conditions of any executed agreement prior to the

issuance of a grading permit. Several aquatic features on site, including intermittent streams, would likely fall under the jurisdiction of CDFW.

Significance after Mitigation

Implementation of Mitigation Measure 3.4-3 would reduce impacts to wetlands, other waters of the United States, and waters of the state to a **less-than-significant** level because it would result in no net loss of functions and acreage of wetlands, vernal pools, and other waters through implementation of USACE mitigation guidelines.

Impact 3.4-4: Conflict with City of Folsom Tree Preservation Ordinance

A large valley oak tree that would qualify as a "heritage tree" under the City of Folsom Tree Preservation Ordinance is present within the northeastern corner of the property. Removal of this tree could result in a conflict with this ordinance and would be a **potentially significant** impact. However, future development of the SOIA/annexation area does not include plans to remove the tree. Because the one "heritage tree" within the SOIA/annexation area would not be removed under the project, impacts would be **less than significant**.

The SOIA/annexation area contains a valley oak tree within the northeastern corner of the property that would qualify as a "heritage tree" under the City of Folsom Tree Preservation Ordinance. "Heritage trees" are defined as native oak trees over 19 inches DBH or a multitrunked native oak tree having an aggregate diameter of 38 inches or more DBH. The valley oak within the project is greater than 19 inches DBH. The Capitol SouthEast Connector Right-of-way is proposed to run directly through the valley oak tree on the project site, so it is assumed that the tree will be removed with that project. No plans for removal of the tree would occur under the project. Several nonnative black locust trees would also likely be removed with the Capital SouthEast Connector project, but do not quality as "heritage trees" or as any other protected tree under the Ordinance. Project impacts to "heritage trees" would be **less than significant**.

Mitigation Measure

No mitigation is required.

Impact 3.4-5: Interference with resident or migratory wildlife corridors or native wildlife nursery sites

Future land use changes and development within the SOIA/annexation area would result in loss of grassland and wetland habitats but would not substantially impede wildlife movement because the project site is relatively small, and near existing urban development. The project site does not contain any native wildlife nursery sites. Impacts to movement corridors and habitat connectivity for these species would be **less than significant**.

The project site is located within an area of relatively contiguous grassland habitat to the east and southeast leading to the Sierra Nevada foothills, and is considered a natural landscape block (Exhibit 3.4-2). Land to the north of the project site will be developed in the near future as residential land, and the land to the south of the project site has been developed as an off-highway vehicle recreation area. The project site does not contain portions of any creeks or rivers that would serve as wildlife corridors, nor does the project site contain any nursery sites. Because of the relatively small size of the project site and its proximity to existing and future urban development, the project site is not expected to provide significant connectivity for wildlife movement between important habitats or core areas within the region or contain any portion of a major or local wildlife corridor. Therefore, impacts to wildlife corridors or nursery sites would be **less than significant**.

Mitigation Measure

No mitigation is required.

3.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

This section analyzes and evaluates the potential impacts of the future development in the Folsom Corporation Yard SOIA/annexation area on known and unknown archaeological, historical, paleontological, and tribal cultural resources. The analysis includes a description of the existing environmental conditions, the methods used for assessment, the potential direct and indirect impacts of project implementation, and mitigation measures recommended to address impacts determined to be significant or potentially significant.

Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include pre-historic resources, historic-era resources, tribal cultural resources, and fossil deposits of paleontological importance.

Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or architectural) resources include standing buildings (e.g., houses, barns, outbuildings, cabins), intact structures (e.g., dams, bridges, roads), and districts. Tribal cultural resources were added as a resource subject to review under CEQA, effective January 1, 2015 (as defined by Assembly Bill [AB] 52, Statutes of 2014, in Public Resources Code [PRC] Section 21074). This is a new category of resources under CEQA and includes site features, places, cultural landscapes, sacred places or objects, which are of cultural value to a Tribe. Paleontological resources include mineralized, partially mineralized, or unmineralized bones and teeth, soft tissues, shells, wood, leaf impressions, footprints, burrows, and microscopic remains that are more than 5,000 years old and occur mainly in Pleistocene or older sedimentary rock units.

Comments received on the notice of preparation include a letter from the he Native American Heritage Commission requesting AB 52 and SB 18 compliance information. While SB 18 does apply to the project because there is a general plan amendment associated with the project (which is the trigger for SB 18 compliance), SB 18 is not a CEQA requirement and, therefore, is not discussed in this section. AB 52 compliance is described below.

3.5.1 Environmental Setting

The primary sources of information for this section are the *Bilby Ridge Sphere of Influence Amendment Draft EIR* prepared for Sacramento LAFCo (Ascent Environmental 2017) and the *Cultural Resources Inventory and Evaluation Report for the Proposed Folsom Corporation Yard Sphere of Influence/Annexation Area* (ECORP 2017).

PALEONTOLOGICAL SETTING

Significant nonrenewable vertebrate and invertebrate fossils and unique geologic units have been documented throughout California. The fossil yielding potential of an area is highly dependent on the geologic age and origin of the underlying rocks (refer to geologic timescale in Table 3.5-1). Paleontological potential refers to the likelihood that a rock unit will yield a unique or significant paleontological resource. All sedimentary rocks, some volcanic rocks, and some low-grade metamorphic rocks have potential to yield significant paleontological resources. Depending on location, the paleontological potential of subsurface materials generally increases with depth beneath the surface, as well as with proximity to known fossiliferous deposits.

Pleistocene or older (older than 11,000 years) continental sedimentary deposits are considered as having a high paleontological potential while Holocene-age deposits (less than 10,000 years old) are generally

considered to have a low paleontological potential because they are geologically immature and are unlikely to have fossilized the remains of organisms. Metamorphic and igneous rocks have a low paleontological potential, either because they formed beneath the surface of the earth (such as granite), or because they have been altered under high heat and pressures, chaotically mixed or severely fractured. Generally, the processes that form igneous and metamorphic rocks are too destructive to preserve identifiable fossil remains.

Table 3.5-1 Divisions of Geologic Time

Era	Period	Time in Millions of Years Ago (approximately)	Epoch
Cenozoic	Quaternary	< 0.01	Holocene
		2.6	Pleistocene
	Tertiary	5.3	Pliocene
		23	Miocene
		34	Oligocene
		56	Eocene
		65	Paleocene
Mesozoic	Cretaceous	145	–
	Jurassic	200	–
	Triassic	251	–
Paleozoic	Permian	299	–
	Carboniferous	359	–
	Devonian	416	–
	Silurian	444	–
	Ordovician	488	–
	Cambrian	542	–
Precambrian		2,500	–

Source: U.S. Geological Survey 2010

Geologically, the project site lies within the Lower Foothill Metamorphic Belt. This area is characterized by the presence of Jurassic and Paleozoic marine sedimentary and metavolcanic rocks, as well as Mesozoic granite rocks. In some places, Eocene and Pliocene basalt and andesite rocks can be found. The primary geomorphic forces in the Lower Foothill Metamorphic Belt are mass wasting and fluvial erosion (Miles and Goudey 1997 as cited in ECORP 2017).

PREHISTORIC SETTING

Although human occupation of the Central Valley may extend back 10,000 before present (B.P.), reliable evidence of such an early human presence is lacking and may be deeply buried. The prehistoric setting can be categorized into the following periods.

The Paleo-Indian Period: The Paleo-Indian Period (12,000 to 10,500 B.P.) saw the first demonstrated entry and spread of humans into California. Characteristic artifacts recovered from archaeological sites of this time period include fluted projectile points (constructed from chipped stones that have a long groove down the center called a “flute”) and large, roughly fashioned cobble and bifacially-flaked stone tools that were used in hunting the mastodon, bison, and mammoth that roamed the land during this time.

The Lower Archaic Period: The beginning of the Lower Archaic Period (10,500 to 7500 B.P.) coincides with that of the Middle Holocene climatic change which resulted in widespread floodplain deposition. This episode resulted in most of the early archaeological deposits being buried. Most tools were manufactured of local materials, and distinctive artifact types include large dart points and the milling slab and handstone.

The Middle Archaic Period: The Middle Archaic Period (7500 to 2500 B.P.) is characterized by warm, dry conditions which brought about the drying up of pluvial lakes. Economies were more diversified and may have included the introduction of acorn processing technology, although hunting remained an important source of food. Artifacts characteristic of this period include milling stones and pestles and a continued use of a variety of implements interpreted as large dart points.

The Upper Archaic Period: The Upper Archaic Period (2500 to 850 B.P.) corresponds with a sudden turn to a cooler, wetter and more stable climate. The development of status distinctions based upon wealth is well documented in the archaeological record. The development of specialized tools, such as bone implements and stone plummets, as well as manufactured shell goods, were prolific during this time. The regional variance of economies was largely because of the seasonality of resources which were harvested and processed in large quantities.

The Emergent Period: Several technological and social changes distinguish the Emergent Period (850 B.P. to Historic) from earlier cultural manifestations. The bow and arrow were introduced, ultimately replacing the dart and throwing spear, and territorial boundaries between groups became well established. In the latter portion of this Period (450 to 1800 B.P.), exchange relations became highly regularized and sophisticated. The clam disk bead developed as a monetary unit of exchange, and increasing quantities of goods moved greater distances. It was at the end of this Period that contact with Euroamericans became commonplace, eventually leading to intense pressures on Native American populations.

ETHNOGRAPHY

The SOIA/annexation area lies within the southwestern portion of the ethnographical territory occupied by the Penutian-speaking Nisenan. Nisenan inhabited the drainages of the Yuba, Bear, and American rivers, and also the lower reaches of the Feather River, extending from the east banks of the Sacramento River on the west to the mid to high elevations of the western flank of the Sierra Nevada to the east. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River in the south. The Sacramento River bounded the territory on the west, and in the east, it extended to a general area located within a few miles of Lake Tahoe.

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

Communally organized Nisenan task groups exploited a wide variety of resources. Communal hunting drives were undertaken to obtain deer, quail, rabbits, and grasshoppers. Bears were hunted in the winter when their hides were at their best condition. Runs of salmon in the spring and fall provided a regular supply of fish, while other fish such as suckers, pike, whitefish, and trout were obtained with snares, fish traps, or with various fish poisons such as soaproot. Birds were caught with nooses or large nets, and were also occasionally shot with bow and arrow. Acorns were gathered in the fall and stored in granaries for use during the rest of the year. Buckeye, pine nuts, hazelnuts, and other edible nuts further supplemented the diet.

Trade was important with goods traveling from the coast and valleys up into the Sierra Nevada Mountains and beyond to the east, and vice versa. Coastal items like shell beads, salmon, salt, and Foothill pine nuts

were traded for resources from the mountains and farther inland, such as bows and arrows, deer skins, and sugar pine nuts. In addition, obsidian was imported from the north.

Flaked and ground stone tools were common among the Nisenan and included knives, arrow and spear points, club heads, arrow straighteners, scrapers, rough cobble and shaped pestles, bedrock mortars, grinding stones (metates), pipes, charms, and short spears. Certain colored stone points were considered "lucky," and could be traded for four or five other projectile points. In addition, obsidian was highly valued and imported.

Wood was used for a variety of tools and weapons, including both simple and sinew-backed bows, arrow shafts and points, looped stirring sticks, flat-bladed mush paddles, pipes, and hide preparation tools. Cordage was made from plant material, and was used to construct fishing nets and braided and twined tumplines. Soaproot brushes were commonly used during grinding activities to collect meal or flour. Both hill and valley groups used the bedrock mortar and pestle (both rough cobble and shaped) to grind acorns, pine nuts, seeds, other plant foods, and meat. Fist- sized, heated stones were used to cook or warm liquid-based foods such as acorn gruel and pine nut meal.

Stories about world creation and human origins vary amongst different ethnographic accounts as well as amongst different groups. Some expressed the idea that the world has always existed, but in different forms; some told that everything was made by someone, and that all birds and animals were once human; others told of a flood that killed the first people because they were bad. In creation stories there was a culture hero, usually who created earth, and Coyote the trickster who introduced death and conflict to a once utopian existence. Ethnographic accounts of specific religious practices were stymied by several factors, including reluctance on behalf of Nisenan groups to discuss their religion, many variations in cultural practices, and disease epidemics during contact period. However, Nisenan religious ceremonies have been divided into three chronological strata: indigenous dances (early); northern-influenced dances of the *Kuksu* or god-impersonating cult performed in dance houses; and a *Kuksu* religious revival circa 1870 adapted to the Ghost Dance religion.

In 1833 a deadly epidemic (probably malaria) swept through the Sacramento Valley and had a devastating effect on Nisenan populations. Entire villages were lost, and surviving Nisenan retreated into the hills. An estimated 75 percent of their population was wiped out, and only a handful were left to face the gold miners and settlers who were soon to follow. Captain John Sutter settled in Nisenan territory in 1839, and through force and persuasion he coerced most of the remaining Valley Nisenan to be on peaceful terms.

A few people still practiced Nisenan customs through the turn of the twenty-first century, but the old ways have been largely lost. Despite the hardships on their people through the past few centuries, many modern Native American populations participate in pan-Indian activities and celebrations. Nisenan descendants continue to be active in social movements and organizations that seek to improve the Native American situation in the dominant America culture.

HISTORIC SETTING

Regional History

Spanish exploration of the Central Valley dates to the late 1700s, but exploration of the northern section of the Central Valley and contact with its Native American population did not begin until the early 1800s, as described above. The second quarter of the nineteenth century encompasses the Mexican Period (ca. 1821-1848) in California. This period is an outgrowth of the Mexican Revolution, and its accompanying social and political views affected the mission system across California. In 1833 the missions were secularized and their lands divided among the *Californios* as land grants called *ranchos*. These ranchos facilitated the growth of a semi-aristocratic group that controlled the larger ranchos. The work on these large tracts of land was accomplished by the forced labor of local Native Americans. The closest ranchos to the project site are in Sacramento County near the southern boundary of Placer County. These ranchos include the Rancho de Paso, the San Juan, and the Río de los Americanos.

Simultaneously with the exploration of the Central Valley, the flanks of the Sierra Nevada trails were being blazed across the plains and mountains facilitating the westward migration of Euroamericans. These early immigrants to California are typified by groups such as the 1841 Bartleson-Bidwell party and the 1844 Stevens-Murphy party. The commencement of the Mexican-American War in 1846 also affected the exploration and development of California, including the identification of new trails across the Sierra Nevada. The exploits of the Mormon Battalion and the establishment of the Mormon Emigrant Trail across the Sierra Nevada highlight these activities.

The discovery of gold at Sutter's Mill in Coloma in 1848 was the catalyst that caused a dramatic alteration of both Native American and Euroamerican cultural patterns in California. Once news of the discovery of gold spread, a flood of Euroamericans entered the region, and gravitated to the area of the "Mother Lode." Initially, the Euroamerican population grew slowly but soon exploded as the presence of large deposits of gold was confirmed in the Sacramento area. The population of California quickly swelled from an estimated 4,000 Euroamericans in 1848 to 500,000 in 1850. Sacramento, established in 1848 by John A. Sutter, also grew in population and was incorporated as a city in 1850.

Project Site History

Subsequent to the discovery of gold at Coloma, immigrants began to pour into the Sierra Nevada foothills. Virtually overnight, numerous mining camps sprang up on both sides of the American River to exploit the easily accessible placer gold deposits.

The 35,000-acre Rio de los Americanos land grant is located just north of the FPASP area along the south bank of the American River. The Mexican governor of Alta California issued it to William Leidesdorff, a San Francisco merchant. Joseph L. Folsom, a former U.S. Army captain who came to San Francisco during the Gold Rush, purchased the Rio de los Americanos land grant from Leidesdorff's estate. Folsom founded the town of Granite City on the land grant. It was renamed Folsom after his death in 1855.

The town of Prairie City was located near the present State Highway 50/Prairie City Road interchange to the north. Prairie City served as a hub for the mining operations in the surrounding area, including the area along Alder Creek. The dredge tailings that cover most of the property west of Prairie City Road, to the northwest of the project site, are a result of dredge placer mining that took place in the first half of the twentieth century. Bucket-line dredging in this area, was carried out by the Natomas Company between 1905 and 1962. Mining is one of the dominant historic themes in the project vicinity.

Close to the project site, an inn was constructed in 1851 and operated until around 1900, one of many inns along the route to Placerville from Sacramento where lodging was available for the miners. Remains of this nearby hotel are still present. Many of the inns along the Placerville (White Rock) Road closed their doors soon after the Southern Pacific Railroad extended their line to Placerville in 1869, creating a faster, easier, way to travel and ship goods between Sacramento and Placerville.

Joseph and Lewis Tomlinson, brothers from West Virginia, were miners and eventually livestock farmers in the project vicinity from the 1860s through the 1880s and their families continued to live there through the early 1900s. The Tomlinson brothers separately owned several hundred acres of property along the heavily traveled Placerville Road, including the project site. The property he purchased included an abandoned inn built to house the Gold Rush-era miners and travelers along the Sacramento to Placerville Road between Sacramento and Placerville. The house no longer exists, but is marked by a depression in the ground that was once the cellar. Owners of the project site maintained a small orchard of mixed fruits, as well as used the site for livestock pasturage.

RECORDS SEARCHES, SURVEYS, AND CONSULTATION

Paleontological Resources

A search of the University of California Museum of Paleontology (UCMP) database was conducted on December 21, 2017. Records of paleontological finds maintained by the UCMP (2017) state that there are 13 localities at which fossil remains have been found in Sacramento County. These occur in the Mariposa and Riverbank geologic formations, primarily of the Pleistocene epoch.

In Sacramento County, remains of land mammals have been found at several localities in alluvial deposits referable to the Riverbank Formation; there are six different localities in Sacramento, all referable to the Riverbank Formation. For example, the Teichert Gravel Pit, approximately 2.5 miles southeast of the project site along State Route 16, yielded specimens of broad-footed mole, Harlan's ground sloth, rabbit, California ground squirrel, Botta's pocket gopher, pocket mouse, groove-toothed harvest mouse, woodrat, vole, coyote, dire wolf, mammoth, horse, western camel, deer, antique bison, fish (carps and minnows), frog, snake, Pacific pond turtle, and the family *Anatidae* (ducks, geese, and swans).

There are at least nine recorded Rancholabrean-age vertebrate fossil sites from the Riverbank Formation in Sacramento County. Most recently, Pleistocene-age mammoth remains were discovered in 2004, during excavation of a Sacramento Municipal Utility District trench in Elk Grove. Another locality in south Sacramento also contained fossilized Rancholabrean-age mammoth remains. The other sites in Sacramento contained remains of Rancholabrean-age bison, camel, coyote, horse, Harlan's ground sloth, mammoth, woodrat, fish, mole, snake, and gopher. Pleistocene-age fossils were recovered from the Riverbank Formation at the Arco Arena site; those fossils included remains of Harlan's ground sloth, bison, coyote, horse, camel, squirrel, antelope or deer, and mammoth (Sacramento Municipal Utility District 2015).

Archaeological and Historical Resources

A records search for the project site was completed at the North Central Information Center (NCIC) on September 22, 2017 (NCIC search #SAC-17-144). The search included a 0.5-mile radius. In addition to the official records and maps for archaeological sites and surveys in Sacramento County, the following historic references were also reviewed: Historic Property Data File for Sacramento County; the National Register Information System; Office of Historic Preservation's *California Historical Landmarks*; *California Points of Historical Interest*; *Directory of Properties in the Historical Resources Inventory*; *Caltrans Local Bridge Survey*; *Caltrans State Bridge Survey*; and *Historic Spots in California*.

The records search revealed that nineteen cultural resource investigations have been conducted within one-half mile of the property, covering approximately 70 percent of the total area surrounding the property within the record search radius. These studies revealed the presence of prehistoric habitation sites and historical sites, including rock walls and sites associated with historic mining activities. A 2008 study by ECORP surveyed the entire site, including the entire two parcels which include the project site (APNs 072-0060-052 and 072-0110-001).

The records search determined that 28 previously recorded prehistoric and historic-period cultural resources are located within 0.5-mile of the project site. Of these, seven sites are believed to be associated with Native American occupation of the vicinity, and 21 are historic-period sites, associated with early Euroamerican ranching and mining activities. Twelve sites are located within the project site; all of which are historic-era. Of these, one is an isolate. Isolates are defined as one or two artifacts occurring by themselves and not associated with a site. Because they have no historical context, isolates are generally not eligible for listing in the California Register of Historical Resources (CRHR) or National Register of Historic Places (NRHP) and, therefore, were not evaluated for significance and are not discussed further in this EIR. (The CRHR and NRHP are discussed below under "Regulatory Setting.") The remaining 11 sites are:

- P-34-335 historic site - mining district,
- P-34-1555 historic site - White Rock Road,
- P-34-2186 historic-era archaeological site - prospecting pit,

- P-34-2187 historic-era archaeological site - milled lumber scatter,
- P-34-2189 historic-era archaeological site - prospecting pit,
- P-34-2189 historic-era archaeological site - prospecting mining field,
- P-34-2190 historic-era archaeological site - pit with domestic refuse,
- P-34-2191 historic-era archaeological site - prospecting mining field,
- P-34-2192 historic site - earthen dam,
- P-34-2193 historic-era archaeological site - Prairie House,
- P-34-2194 historic-era archaeological site – ditch, and
- P-34-2195 historic site - 115kV transmission lines.

P-34-2193, P-34-2195, and P-34-1555 were previously evaluated for eligibility for the NRHP and CRHR as part of an adjacent project. Sites P-34-2193 and P-34-1555 were determined individually eligible for the NRHP and site P-34-2195 was evaluated as not eligible. P-34-335 has been previously evaluated as eligible for inclusion in the NRHP and CRHR, although no features associated with it are located in the project area.

In November 2017, archaeologists conducted an updated visit of the project site. All 11 sites were relocated. Subsurface archaeological testing was performed to evaluate sites P-34-2187 and P-34-2190. Based on the results of the testing program and archival research, site P-34-2190 was determined to be a feature of previously recommended eligible site P-34-2193, and incorporated into the boundary of this resource. All other sites were evaluated as not eligible for the NRHP/CRHR.

Tribal Cultural Resources

The City of Folsom (City) received written requests to be notified of projects in which the City is the Lead Agency under CEQA from Wilton Rancheria, United Auburn Indian Community (UAIC), and the Ione Band of Miwok Indians. Therefore, on November 7, 2017, the City sent project notification letters to these tribes. The letters provided a brief description of the project and its location, the lead agency contact information, and a notification that each tribe has 30 days to request consultation. The 30-day response period concluded on December 9, 2017. No responses were received from Wilton Rancheria or the Ione Band of Miwok Indians within that timeframe. Therefore, no tribal consultation with either tribe was carried out for this project.

On November 15, 2017, UAIC replied to request consultation, copies of the technical studies, electronic boundaries of the project area, and a tribal monitor for the project. On November 16, 2017, the City formally initiated consultation with UAIC and provided the requested information. On January 11, 2018, the City met with the Tribe's representative. The meeting included a discussion of the project, type of environmental review under CEQA, alternatives under consideration, avoidance areas within the project design, and the results of technical studies to date. The City requested information about any tribal cultural resources present within the project area. UAIC's representative indicated that the Tribe has no concerns and knows of no TCRs within the project area.

3.5.2 Regulatory Setting

FEDERAL

National Historic Preservation Act

Among those statutes enacted by Congress that affect historic properties, the National Historic Preservation Act of 1966 (NHPA) is the most significant law that addresses historic preservation. One of the most important provisions of the NHPA is the establishment of the NRHP, the official designation of historical resources. Districts, sites, buildings, structures, and objects are eligible for listing in the NRHP. Nominations are listed if they are significant in American history, architecture, archeology, engineering, and culture. The NRHP is administered by the National Park Service. To be eligible, a property must be significant under criterion A (history), B (persons), or C (design/construction); possess integrity; and ordinarily be 50 years of age or more.

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee recognition in planning for federal or federally-assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. Additionally, project effects on properties listed in the NRHP must be evaluated under CEQA.

Once a heritage resource has been recorded and if it is determined to be significant, the potential impacts (or effects) of a project on a heritage property are assessed. Federal regulatory impact thresholds are contained in Section 106 of the NHPA and accompanying regulations (36 Code of Federal Regulations [CFR] Part 800). Section 106 requires that federal agencies consider the effects of their actions on significant archaeological properties before implementing a project or "undertaking." The criteria of effect are found in 36 CFR 800.0(a) and state that:

> An undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register.

The Advisory Council's regulations require that the federal agency apply the criteria of adverse effect to historic properties that would be affected by a proposed undertaking (36 CFR 800.9b). An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association, or the quality of data suitable for scientific analysis.

STATE

California Register of Historical Resources

All properties listed in or formally determined eligible for listing in the NRHP are eligible for the CRHR. The CRHR is a listing of State of California resources that are significant within the context of California's history. The CRHR is a statewide program of similar scope and with similar criteria for inclusion as those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historic resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850. The CRHR criteria are similar to the NRHP criteria and are tied to CEQA because any resource that meets the criteria below is considered a historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

1. Is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

2. Is associated with the lives of persons important to local, California, or national history.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a resource must meet one of the above criteria and retain integrity. The CRHR uses the same seven aspects of integrity as the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC, Section 21084.1; determining significant impacts to historical and archaeological resources is described in the State CEQA Guidelines, Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources (PRC Section 5024.1), including the following:

    a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    b) Is associated with the lives of persons important in our past;

    c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

    d) Has yielded, or may be likely to yield, information important in prehistory or history.

4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects would impact unique archaeological resources. PRC Section 21083.2, subdivision (g), states that unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Tribal Cultural Resources

CEQA also requires lead agencies to consider whether projects will impact tribal cultural resources. PRC Section 21074 states the following:

a) "Tribal cultural resources" are either of the following:

   1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

      A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

      B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

   2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural and Sacred Sites Act applies to both State and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and the county coroner be notified. If the remains are of a Native American, the coroner must notify the Native American Heritage Commission (NAHC). The NAHC then notifies those persons most likely to be descended from the Native American's remains. The Act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

California Health and Safety Code

Section 7052 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony. Section 7050.5 (b) of the California Health and Safety Code specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98.

Public Resources Code, Section 5097

PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Assembly Bill 52

AB 52, signed by the California Governor in September of 2014, establishes a new class of resources under CEQA: "tribal cultural resources" (TCRs). AB 52, as provided in PRC Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of an notice of preparation of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration. AB 52 also requires revision to CEQA Appendix G, the environmental checklist. This revision would create a new category for TCRs. As defined in PRC Section 21074, to be considered a TCR, a resource must be either:

1. listed or determined to be eligible for listing, on the national, state, or local register of historic resources; or

2. a resource that the lead agency determines, in its discretion and supported by substantial evidence, to treat as a tribal cultural resource pursuant to the criteria in PRC Section 50241(c). PRC Section 5024.1(c) provides that a resource meets criteria for listing as an historic resource in the California Register if any of the following apply:

   (1) It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

   (2) It is associated with the lives of persons important in our past.

   (3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

   (4) It has yielded, or may be likely to yield, information important in prehistory or history.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as the Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA is approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policies of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- **Policy CO-151:** Projects involving an adoption or amendment of a General Plan or Specific Plan or the designation of open space shall be noticed to all appropriate Native American tribes in order to aid in the protection of traditional tribal cultural places.

- **Policy CO-155:** Native American burial sites encountered during preapproved survey or during construction shall, whenever possible, remain in situ. Excavation and reburial shall occur when in situ preservation is not possible or when the archeological significance of the site merits excavation and recording procedure. On-site reinternment shall have priority. The project developer shall provide the burden of proof that off-site reinternment is the only feasible alternative. Reinternment shall be the responsibility of local tribal representatives.

- **Policy CO-156:** The cost of all excavation conducted prior to completion of the project shall be the responsibility of the project developer.

- **Policy CO-157:** Monitor projects during construction to ensure crews follow proper reporting, safeguards, and procedures.

- **Policy CO-159:** Request a Native American Statement as part of the environmental review process on development projects with identified cultural resources.

- **Policy CO-161:** As a condition of approval for discretionary projects, require appropriate mitigation to reduce potential impacts where development could adversely affect paleontological resources.

- **Policy CO-162:** Projects located within areas known to be sensitive for paleontological resources, should be monitored to ensure proper treatment of resources and to ensure crews follow proper reporting, safeguards and procedures.

- **Policy CO-163:** Require that a certified geologist or paleoresources consultant determine appropriate protection measures when resources are discovered during the course of development and land altering activities.

- **Policy CO-165:** Refer projects involving structures or within districts having historical or architectural importance to the Cultural Resources Committee to recommend appropriate means of protection and mitigation.

City of Folsom General Plan

The *City of Folsom General Plan* (1993), Open Space & Conservation Element identifies the following cultural resources as requiring preservation, management, and/or enhancement: "Historic and cultural resources. Including the Folsom Historic District, Coloma Road/Pony Express route, Old Folsom Power House, Folsom Gold Mining District, Prairie City, Cohn House, Folsom Depot, First California Passenger Railroad (Sacramento Valley-Placerville), and other sites as identified by the California Archaeological Inventory dated June 1. 1987."

3.5.3 Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

The analysis is informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources. In determining the level of significance, the analysis assumes that the project would comply with relevant, federal, state, and local laws, regulations, and ordinances. While no development is proposed on the Folsom Corporation Yard SOIA/annexation site, approval of the SOIA/annexation would remove an obstacle to future development of the site for a City of Folsom

corporation yard. Therefore, the impact analysis evaluates impacts from development of the site. The impact analysis for historic archaeological resources is based on the findings and recommendations of the *Cultural Resources Inventory and Evaluation Report for the Proposed Folsom Corporation Yard Sphere of Influence/Annexation Area* (ECORP 2017).

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, the project would result in a potentially significant impact on cultural resources if it would:

- cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5;
- cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5;
- disturb any human remains, including those interred outside of dedicated cemeteries;
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074.

ISSUES NOT DISCUSSED FURTHER

All issues applicable to paleontological, cultural, and tribal cultural resources listed under the significance criteria above are addressed in this section.

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of paleontological, cultural, and tribal cultural resources would not be affected by these options. Therefore, this is not discussed further in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Cause substantial adverse change to a historical resource.

The cultural resources inventory revealed one, non-archaeological historical resource on the project site, P-34-1555. Minor alterations to the road would not affect its NRHP-eligibility; therefore, the impact to non-archaeological historic resources would be **less than significant**.

Historic (or architectural) resources include non-archaeological standing buildings (e.g., houses, barns, cabins) intact structures (e.g., dams, bridges, roads), and districts that have been evaluated as being eligible for the NRHP or CRHR. The cultural resources report evaluated three non-archaeological historic sites in the project site. Only one, P-34-1555 (White Rock Road), has been evaluated as eligible. If the SOIA/annexation is approved, future development of the SOIA/annexation area could result in damage to or destruction to this historical resource.

White Rock Road (P-34-1555) could experience impacts due to minor roadway improvements such as ingress/egress and turn lanes. Because this road was determined to be eligible under NRHP Criterion A (history) for its association with intercontinental rural automobile travel in the United States and the west, and not Criterion C (method of construction), these minor improvements would not constitute a significant impact to the resource. As part of a separate and larger road improvement project to widen White Rock Road, impacts were anticipated by two adjacent projects (Southeast Connector and the FPASP), and the

mitigation for said impacts has already been completed to the satisfaction of the City of Folsom, US Army Corps of Engineers, and the California State Historic Preservation Office. Therefore, this would be a **less-than-significant** impact.

Mitigation Measures

No mitigation is required.

Impact 3.5-2: Cause substantial adverse change to a unique archaeological resource.

Based on the results of the cultural resources report, there are two archaeological resources within the project site that have been evaluated as eligible for the NRHP, P-34-2190/2193 and P-34-335. There are no known prehistoric-era archaeological sites within the SOIA/annexation area. Future development of the site could impact known archaeological resources and ground-disturbing activities from future corporation yard development could also result in discovery or damage of as yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. This would be a **potentially significant** impact.

The cultural resources report analyzed ten known historic-era archaeological sites. Only two, P-34-2193/P-34-2190 (Prairie House and refuse pit) and P-34-335 (mining district) are historical resources under CEQA. P-2193/2190 was evaluated as eligible under NRHP Criterion A/CRHR Criterion 1 for its association with overland travel and agricultural and farming properties prior to the introduction of the railroad and NRHP Criterion D/CRHR Criterion 4 for its potential to contain information important to history. It retains sufficient integrity as an archaeological site to its period of significance, which is the 1840s to 1860s. This resource could be adversely affected by grading if the project is approved and future development is built in this area.

P-34-355 was evaluated as eligible for the NRHP and CRHR for its association with the gold rush, economic development of the Folsom region, exemplary mining-related features, and data potential. The mining district boundaries are arbitrarily set, encompassing an area approximately 15 miles long by 11 miles wide. The project site lies within the arbitrary boundaries of the mining district. However, archival research and field survey has determined that no features of the mining district exist within the project site. Therefore, the project would not remove any of the character defining features of the mining district and would not change its NRHP- or CRHR-eligibility. There would be no impact to P-34-335.

Within one-half mile of the project site, there are seven known prehistoric resources believed to be associated with Native American occupation. Although the site does not currently contain any known unique archaeological resources, the project is in a region where prehistoric and historic-era cultural resources have been recorded and there remains a potential that undocumented cultural resources could be unearthed or otherwise discovered during ground-disturbing and construction activities. Prehistoric or ethnohistoric materials might include flaked stone tools, tool-making debris, stone milling tools, shell or bone items, and fire-affected rock or soil darkened by cultural activities (midden); examples of significant discoveries would include villages and cemeteries. Historic materials might include metal, glass, or ceramic artifacts; examples of significant discoveries might include former privies or refuse pits.

While the SOIA/annexation would not include development, approval of the SOIA/annexation would remove an obstacle to future development of the site for a City of Folsom corporation yard. Development of the SOIA/annexation area would result in soil disturbance and because of the possible presence of undocumented cultural resources within the project site, construction-related impacts on cultural resources would be **potentially significant**.

Mitigation Measure 3.5-2a. Minimize impacts to the Prairie House and refuse pit.

The potentially significant impact to the Prairie House and refuse pit site may be mitigated in several ways.

- During future project planning, the site shall be avoided entirely. While the site has been partially excavated, additional surveys would be needed to ensure proper site boundaries so that future grading and development would not affect the site.

- If the site cannot be avoided, then the site may be capped. The site shall be covered with layer(s) of chemically compatible soil prior to construction of any physical structures or other improvements.

- If avoidance, including capping, is not feasible, then the site shall be mitigated through data recovery excavation. Much of the known area in which the Prairie House and Refuse Pit site is located is within the right-of-way for the future SouthEast Connector. Depending on whether the future corporation yard is built before the SouthEast Connector, either the SouthEast Connector JPA or the City of Folsom may be required to mitigate the site. The two entities shall negotiate appropriate cost-sharing for the mitigation if the site cannot be avoided or capped.

Mitigation Measure 3.5-2b. Impacts to previously unknown archaeological materials.

In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can access the significance of the find. If a prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, and a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources and, if completed avoidance is not possible, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project site (the NCIC).

Significance after Mitigation

Mitigation Measure 3.5-1a would require the avoidance or mitigation for the historical resource. Mitigation Measure 3.5-1b would reduce potentially significant impacts to archaeological resources because mitigation would be developed in coordination with the appropriate federal, state, and/or local agency(ies) and tribes to avoid, move, record, or otherwise treat discovered resources appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of archaeological resources, this impact would be reduced to a **less-than-significant** level.

Impact 3.5-3: Accidental discovery of human remains.

Although unlikely, construction and excavation activities associated with future development of the SOIA/annexation area could unearth previously undiscovered or unrecorded human remains, if they are present. Compliance with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097 in the event that human remains are found would make this impact **less than significant**.

Based on documentary research, no evidence suggests that any prehistoric or historic-era marked or un-marked human interments are present within the SOIA/annexation area. The location of grave sites and Native American remains can occur outside of dedicated cemeteries or burial sites. Ground-disturbing construction activities could uncover previously unknown human remains, which could be archaeologically or culturally significant. While the SOIA/annexation would not include development, approval of the SOIA/annexation would remove an obstacle to future development of the site for a City of Folsom corporation yard. Development of the SOIA/annexation area would result in soil disturbance; therefore, the potential exists for previously undiscovered human remains to be discovered.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097. If human remains are discovered during any construction activities, potentially damaging ground-disturbing activities near the remains would be halted immediately,

and the project applicant would notify the Sacramento County coroner and the NAHC immediately, according to PRC Section 5097.98 and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the archaeologist and the NAHC-designated most likely descendent would 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 upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

Compliance with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.5-4: Disturb a unique paleontological resource.

The project site is underlain with metamorphic rock and Mesozoic granite, which have a low paleontological potential. No paleontological resources are known to occur within the project site or a one-mile radius of the site. Therefore, this impact would be **less than significant**.

As described previously, the SOIA/annexation area is located within the Lower Foothill Metamorphic Belt. This area is characterized by the presence of Jurassic and Paleozoic marine sedimentary and metavolcanic rocks (a type of metamorphic rock first produced by a volcano), as well as Mesozoic granite rocks. Metamorphic and igneous rocks have a low paleontological potential, either because they formed beneath the surface of the earth (such as granite), or because they have been altered under high heat and pressures, chaotically mixed or severely fractured. Generally, the processes that form igneous and metamorphic rocks are too destructive to preserve identifiable fossil remains. Therefore, the project site is considered to have a low paleontological sensitivity.

In addition, a search of the UCMP database state that there are 13 localities at which fossil remains have been found in Sacramento County. These occur in the Mariposa and Riverbank geologic formations.

Because of the types of soil formations that underlay the project site are not considered sensitive for paleontological resources, project impacts on paleontological resources are considered **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.5-6: Cause substantial adverse change to a tribal cultural resource.

Tribal consultation pursuant to AB 52 did not identify TCRs within the project area. Therefore, there would be **no impact**.

As described above, consultation with the UAIC concluded that the Tribe had no concerns and knows of no TCRs within the project area. Because no resources meet the criteria for a TCR under PRC Section 21074, there would be **no impact** to tribal cultural resources.

Mitigation Measures

No mitigation is required.

3.6 ENERGY

This section was prepared pursuant to CEQA Guidelines Section 15126 and Appendix F of the CEQA guidelines, which requires that EIRs include a discussion of the potential energy impacts of projects, with particular emphasis on considering if the project would result in inefficient, wasteful, and unnecessary consumption of energy.

Energy related to the future corporation yard would include energy directly consumed for space heating and cooling, and electric facilities and lighting at the warehouse and office land uses. Indirect energy consumption would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels to power cars and trucks. Energy would also be consumed by equipment and vehicles used during construction of the future corporation yard.

Comments received on the notice of preparation regarding energy included a letter from the Sacramento Municipal Utility District (SMUD) requesting that the EIR consider transmission line encroachment, electrical load needs, energy efficiency and cumulative related to the need for increased electrical delivery.

3.6.1 Regulatory Setting

Federal and State agencies regulate energy consumption through various policies, standards, and programs. At the local level, individual cities and counties establish policies in their general plans and climate action plans related to the energy efficiency of new development and land use planning and to the use of renewable energy sources.

Energy conservation is embodied in many federal, state, and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the U.S. Environmental Protection Agency's [EPA] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Code of Regulations sets forth energy standards for buildings. Further, the State provides rebates/tax credits for installation of renewable energy systems, and offers the Flex Your Power program promotes conservation in multiple areas.

FEDERAL

Energy Policy and Conservation Act, and Corporate Average Fuel Economy Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the U.S. EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act of 1992

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally-fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. State are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and CAFE standards, the Energy Independence and Security Act of 2007 will build on progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces VMT and accommodates pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and California Air Resources Board (CARB) prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence.* Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC; CARB 2003). Further, in response to the CEC's

2003 and 2005 *Integrated Energy Policy Reports*, Governor Davis directed CEC to take the lead in developing a long-term plan to increase alternative fuel use.

A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand.

Senate Bill 1078: California Renewables Portfolio Standard Program

SB 1078 (Chapter 516, Statutes of 2002) establishes a renewable portfolio standard (RPS) for electricity supply. The RPS requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20 percent of their supply from renewable sources by 2017. This target date was moved forward by SB 1078 to require compliance by 2010. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1 percent each year. The outcome of this legislation will impact regional transportation powered by electricity. As of 2016, the State has reported that 21 percent of electricity is sourced from certified renewable sources.

Senate Bill X1-2: California Renewable Energy Resources Act

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.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 *Energy Action Plan II*, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues and research and development activities. The CEC recently adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statues of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with CARB and in consultation with other state, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum

consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Executive Order S-06-06

Executive Order (EO) S-06-06, signed on April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the State to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 plan and provides a more detailed action plan to achieve the following goals:

- increase environmentally- and economically-sustainable energy production from organic waste;
- encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications;
- create jobs and stimulate economic development, especially in rural regions of the state; and
- reduce fire danger, improve air and water quality, and reduce waste.

As of 2015, 3.2 percent of the total electricity system power in California was derived from biomass.

California Green Building Standards

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. Title 24 was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2013, CEC updated Title 24 standards with more stringent requirements, effective July 1, 2014. All buildings for which an application for a building permit is submitted on or after July 1, 2014 must follow the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC *Impact Analysis for California's 2013 Building Energy Efficiency Standards* estimates that the 2013 standards are 23.3 percent more efficient than the previous 2008 standards for residential construction and 21.8 percent more efficient for non-residential construction. In 2016, CEC updated Title 24 standards again, effective January 1, 2017. While the impact analysis of these standards has not yet been released, CEC estimates that the 2016 standards are 28 percent more efficient than 2013 standards for residential construction and are 5 percent more efficient for non-residential construction. 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 because of local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24.

Assembly Bill 32, Climate Change Scoping Plan and Update

In December 2008, CARB adopted its first version of its *Climate Change Scoping Plan*, which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, CARB released and subsequently adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014). After releasing multiple versions of proposed updates in 2017 CARB adopted the next version titled *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) in December of that same year (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.

Senate Bill 375

SB 375, signed by the Governor in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035. Implementation of SB 375 will have the co-benefit of reducing California's dependency of fossil fuels and making land use development and transportation systems more energy efficient.

The Sacramento Area Council of Governments (SACOG) serves as the MPO for Sacramento, Placer, El Dorado, Yuba, Sutter, and Yolo Counties, excluding those lands located in the Lake Tahoe Basin. The project site is in Sacramento County. SACOG adopted its Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035 in 2012, and completed an update adopted on February 18, 2016. SACOG was tasked by CARB to achieve a 9 percent per capita reduction compared to 2012 emissions by 2020 and a 16 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its SCS (CARB 2013). The MTP/SCS forecasted land use development by community types: Center and Corridor Communities, Established Communities, Developing Communities, Rural Residential Communities, and Lands Not Identified for Development in the MTP/SCS Planning Period.

Executive Order B-30-15

On April 20, 2015 Governor Edmund G. Brown Jr. signed Executive Order B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's executive order 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 will make it possible to reach the ultimate 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, Governor Brown signed SB 32 and AB 197, which 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 continuing 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. Achievement of these goals will have the co-benefit of reducing California's dependency of fossil fuels and making land use development and transportation systems more energy efficient.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016 (CARB 2016).

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policies of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- **Policy PF-101:** Route new overhead sub-transmission lines within existing transmission line corridors, along railroad tracks, or major roadways.
- **Policy EN-16:** Promote the use of passive and active solar systems in new and existing residential, commercial, and institutional buildings as well as the installation of solar swimming pool heaters and solar water and space heating systems.

City of Folsom General Plan

The following policies of the *City of Folsom General Plan* (1993) are applicable to the project:

- **Policy 22.1:** Continue to implement state energy-efficient standards.
- **Policy 22.2:** Include energy conservation guidelines as part of the development standards for the specific plan area.

3.6.2 Environmental Setting

PHYSICAL SETTING

Energy Facilities and Services on the Project Site

Electric and natural gas services in the City of Folsom are provided by SMUD and Pacific Gas and Electric (PG&E), respectively. Several power lines and towers run through the property; however, no utilities (e.g., natural gas and electricity) are located on site.

Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Recent trends associated with energy use in California are discussed below.

SMUD receives power from varied sources including hydropower, natural-gas-fired generators, renewable energy such as solar and wind power, and power purchased on the wholesale market. Current peak demand for energy is approximately 3,000 megawatts (MW). By 2050, that peak demand is expected to near 5,000 MW.

Petroleum

Gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet specific formulations required by CARB. Major petroleum refineries in California are concentrated in three counties: Contra Costa County in northern California, Kern County in central California, and Los Angeles County in southern California.

Natural Gas

One third of energy commodities consumed in California is natural gas. The natural gas market continues to evolve and service options expand, but its use falls mainly into four sectors – residential, commercial, industrial, and electric power generation. In addition, natural gas is an alternative to petroleum for use in trucks, buses, and some cars. Alternative transportation-related vehicles are increasing in use by consumers along with the development of a safe, reliable refueling infrastructure (CEC 2016).

In 2014, approximately 35 percent of all natural gas consumed in the State was used to generate electricity. Residential land uses represented approximately 17 percent of California's natural gas consumption with the balance consumed by the industrial, resource extraction, and commercial sectors (EIA 2014).

Electricity and Renewables

Power plants in California meet approximately 68 percent of the in-state electricity demand; hydroelectric power from the Pacific Northwest provides another 12 percent; and power plants in the southwestern U.S. provide another 20 percent (EIA 2014). The contribution of in-state and out-of-state power plants depends upon, among other factors, the precipitation that occurred in the previous year and the corresponding amount of hydroelectric power that is available. SMUD is the primary electricity supplier in the City of Folsom.

California regulations require that electricity consist of 33 percent renewables by 2020 and 50 percent renewables by 2030 for all electricity retailers in the state. As of July 2016, the California electricity system was powered by 21.9 percent renewables, including biomass, geothermal, small hydroelectric, solar, and wind. In-state generation of electricity consisted of 24.5 percent renewables (CEC 2016).

Alternative Fuels

A variety of alternative fuels are used to reduce demand for petroleum-based fuel. The use of these fuels is encouraged through various Statewide regulations and plans (e.g., Low Carbon Fuel Standard, AB 32 Scoping Plan). Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many transportation fuels, including:

- biodiesel,
- electricity,
- ethanol (E-10 and E-85),
- hydrogen,
- natural gas (methane in the form of compressed and liquefied natural gas),
- propane,
- renewable diesel (including biomass-to-liquid),
- synthetic fuels, and
- gas-to-liquid and coal-to-liquid fuels.

California has a growing number of alternative fuel vehicles through the joint efforts of CEC, CARB, local air districts, federal government, transit agencies, utilities, and other public and private entities. As of September 2016, California contained nearly 14,000 alternative fueling stations (Alternative Fuels Data Center [AFDC] 2017).

COMMERCIAL ENERGY USE

Commercial buildings represent just under one-fifth of U.S. energy consumption with office space, retail, and educational facilities representing about half of commercial sector energy consumption. In aggregate, commercial buildings consumed 46 percent of building energy consumption and approximately 19 percent of U.S. energy consumption. In comparison, the residential sector consumed approximately 22 percent of U.S. energy consumption (U.S. Department of Energy [DOE] 2012).

ENERGY USE FOR TRANSPORTATION

Transportation is the second largest energy consumer nationwide, accounting for 27 percent of the total national energy use (DOE 2016). On-road vehicles are estimated to consume approximately 80 percent of California's transportation energy demand, with cars, trucks, and buses accounting for nearly all of the on-road fuel consumption. Petroleum products (gasoline, diesel, jet fuel) account for almost 99 percent of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity (Bureau of Transportation Statistics [BTS] 2015).

On-road vehicles use about 90 percent of the petroleum consumed in California. The California Department of Transportation (Caltrans) projected 782 million gallons of gasoline and diesel were consumed in Sacramento County in 2015, an increase of approximately 88 million gallons of fuel from 2010 levels (Caltrans 2008).

Vehicle Miles Traveled and Gasoline Consumption

According to Caltrans, total gasoline consumption in California is expected to increase 57 percent from 2007 to 2030, and the number of vehicle miles traveled (VMT) is expected to increase 61 percent over the same time (Caltrans 2009). As noted in the Regulatory Setting of this section, several State mandates and efforts, such as SB 375, seek to reduce VMT. Fuel consumption per capita in California decreased by nearly 11 percent from 2008 to 2011 (BTS 2015). Despite the progress in reducing per capita VMT and per capita fuel consumption, the continued projected increases in total fuel consumption and VMT can be attributed to the overall increase in population.

Total gasoline using in California varies from year to year because of a variety of factors such as gas prices, periods of economic growth and decline, and fuel economy of vehicles. Between January 2007 and May 2016, an average of approximately 672 billion gallons of gasoline were purchased in California. During this time, the volume of gasoline purchased ranged from a minimum of approximately 1.1 billion gallons in February 2013 to a maximum of approximately 1.37 billion gallons in August 2007 (California State Board of Equalization 2016).

Energy Used by Private and Commercial Vehicles

Commercial vehicles, generally composed of light-, medium-, and heavy-duty trucks, are typically fueled by diesel or gasoline and are part of the general fleet mix of vehicles present within the Sacramento region transportation system.

Average fuel economy is expected to increase for automobiles and all types of trucks. CAFE Standards required average fuel economy for a vehicle manufacturer's entire fleet of passenger cars and light-duty trucks for each model year. For many years, the standard for passenger automobile was 27.5 miles per gallon (mpg), and the standard for light-duty trucks, a classification that also includes sport utility vehicles (SUVs) under 8,500 pounds, rose to 22.5 mpg for 2008 models. Effective with the 2011 model year, the CAFE standard was revised from a single number to a model-specific formulation based on the size of the vehicle, in square feet (wheelbase times track, or the distance between the axles multiplied by the distance

between the wheels of each axle), referred to as the vehicle's "footprint." For 2012, the average CAFE standard for passenger cars is 33.3 mpg, while for light-duty trucks it is 25.4 mpg (Federal Registrar 2010).

ENERGY USE AND CLIMATE CHANGE

Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences, and commercial facilities has led to an increase of the earth's temperature. For an analysis of greenhouse gas (GHG) production and the project's impacts on climate change, refer to Section 3.7, *Greenhouse Gas Emissions and Climate Change*.

3.6.3 Methodology

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of the future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of the future corporation yard.

Levels of construction- and operation-related energy consumption by the future corporation yard were measured in megawatt-hours of electricity, Therms of natural gas, gallons of gasoline, and gallons of diesel fuel. Energy consumption estimates were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.1 computer program (CAPCOA 2016). Where project-specific information was not known, CalEEMod default values based on the project's land uses and location were used.

Table 3.6-1 summarizes the levels of energy consumption for the peak year of construction and total levels of energy consumption. Table 3.6-2 summarizes the levels of energy consumption for the first year of operation during an assumed buildout year of 2050. Operational energy consumption includes electricity and natural gas consumption. Table 3.6-3 summarizes the gasoline and diesel consumption from mobile sources estimated for the future corporation yard in 2050.

Table 3.6-1 Construction Energy Consumption

Year	Diesel (Gallons)	Gasoline (Gallons)
2022	60,227	12,476

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel gallons include off-road equipment and on-road gallons from worker and vendor trips.

Source: Calculations by Ascent Environmental in 2017

Table 3.6-2 Operational Energy Consumption in 2050

Energy Type	Energy Consumption	Units
Electricity	16,324	MWh/year
Natural Gas	43,905	MMBtu/year

Notes: MWh/year = megawatt-hours per year; MMBtu/year = million British thermal units per year.

Source: Calculations by Ascent Environmental in 2017

Table 3.6-3 Gasoline and Diesel Consumption in 2050

Vehicle Category	Gasoline (gal/year)	Diesel (gal/year)
Passenger Vehicles	35,507	343
Trucks	7,809	9,006
Total (All Vehicle Types)	43,316	9,349

Notes: gal/year = gallons per year

Source: Calculations by Ascent Environmental in 2017

THRESHOLDS OF SIGNIFICANCE

The following significance criteria area based on CEQA Guidelines Appendix F (energy), under which implementation of the project would have a potentially significant adverse impact if the project would:

- result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, as evidenced by a failure to decrease overall per capita energy consumption or decrease reliance on fossil fuels such as coal, natural gas, and oil;
- fail to incorporate feasible renewable energy or energy efficiency measures into building design, equipment use, transportation, or other project features, or otherwise fail to increase reliance on renewable energy sources; or
- exceed the available capacities of energy supplies that require the construction of facilities.

ISSUES NOT DISCUSSED FURTHER

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of energy would not be affected by these options. Therefore, this is not discussed further in this section.

IMPACT ANALYSIS

Impact 3.6-1: Wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation.

Development of the future corporation yard would increase electricity and natural gas consumption at the site relative to existing conditions. Thus, this impact would be **potentially significant.**

Appendix F of the State CEQA Guidelines requires the consideration of the energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (Public Resources Code Section 21100, subdivision (b)(3)). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Compliance with California Code of Regulations Title 24 Energy Efficiency Standards would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation of the future corporation yard. For example, energy would be required to transport people and goods to and from the future corporation yard.

Construction-Related Energy

Energy would be required to construct the future corporation yard, operate and maintain construction equipment, and produce and transport construction materials. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the future corporation yard would be non-recoverable. Most energy consumption would result from operation of construction equipment and vehicle

trips associated with commutes by construction workers and haul trucks supplying materials. An estimated 12,476 gallons of gasoline and 60,227 gallons of diesel would be consumed to enable construction the future corporation yard. The energy needs for constructing the future corporation yard would be temporary and is not anticipated to require additional capacity or increase peak or base period demands for electricity or other forms of energy.

Building Energy

Operation of the future corporation yard would be typical of industrial use requiring electricity and natural gas for lighting, space and water heating, and landscape maintenance activities. Indirect energy use would include wastewater treatment and solid waste removal. The City's corporation yard operations are currently split among multiple sites, and the existing sites cannot meet current and projected City corporation yard requirements. Existing yard operations are housed in older buildings which are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. The new corporation yard is necessary for City department needs. However, the future corporation yard would increase electricity and natural gas consumption in the region relative to existing conditions. The future corporation yard would require construction of new utility connections.

The future corporation yard would be required to meet the California Code of Regulations Title 24 standards for energy efficiency that are in effect at the time of construction that will continue to require improved building energy efficiency. Additionally, as required by the City of Folsom General Plan, all new developments are required to continue to implement State energy-efficiency standards.

Transportation Energy

Municipal transportation energy consumption is necessary to serve the City and various department needs. Therefore, fuel consumption associated with vehicle trips generated by the future corporation yard would not be considered inefficient, wasteful, or unnecessary. The future corporation yard would consume 9,349 gallons of diesel per year and 43,316 gallons of gasoline per year.

Fuel use estimates were calculated from the combination of fuel consumption rates and fuel mix by vehicle class from CARB's EMFAC2014 model with overall VMT and mode share by vehicle class modeled for the future corporation yard in CalEEMod (see Section 3.3 *Air Quality*, and Appendix B of this Draft EIR). Federal and State regulations regarding standards for vehicles in California, including the Advanced Clean Cars program and CAFE standards to reduce GHG emission from passenger vehicles and light-duty trucks, are designed to reduce wasteful, unnecessary, and inefficient use of energy for transportation.

Development of the future corporation yard would increase electricity and natural gas consumption at the site relative to existing conditions. Thus, this impact would be **potentially significant**.

Mitigation Measures

Implement Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures.

Significance after Mitigation

Implementation of Mitigation Measure 3.7-1 provided in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, would further improve the energy efficiency of the future corporation yard through construction reductions, site design features, and potential changes to renewable fuels. Implementation of the Mitigation Measure 3.7-1 would improve operational and transportation energy efficiency of the future corporation yard that would ensure that the future corporation yard's energy consumption would not be considered wasteful, inefficient, or unnecessary. Thus, this impact would be reduced to **less than significant**.

Impact 3.6-2: Demand for energy services and facilities.

Electrical and natural gas infrastructure would need to be extended by SMUD and PG&E to meet the energy needs of the development of the future corporation yard. If determined to be necessary, offsite improvements to electrical and natural gas facilities would be the responsibility of the utility and would be analyzed by the utility provider under separate environmental review. Neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any electrical or natural gas facility improvements. Furthermore, the project may result in encroachment onto SMUD's transmission easements. This impact would be **potentially significant**.

Development of the future corporation yard would increase electricity and natural gas consumption and require new utility connections. Several power lines and towers run through the property; however, no utilities (e.g., natural gas and electricity) are located on site.

The Public Utilities Commission obligates SMUD and PG&E to maintain the capacity to provide energy to planned developments. Therefore, SMUD and PG&E would review final development plans once submitted and would determine infrastructure connection specifics at that time. Specific energy demand would be calculated in coordination with SMUD and PG&E to ensure that the future corporation yard is adequately served. If offsite infrastructure is needed, the potential environmental effects of any new or expanded offsite utilities would be considered by the utility provider through separate CEQA review. Potential environmental impacts from construction of offsite infrastructure could include, but not limited to, the following:

- Aesthetics: temporary and/or permanent alteration of public views from construction of infrastructure improvements.
- Air Quality: air pollutant and toxic air contaminant emissions from construction activities that exceed thresholds recommended by the Sacramento Metropolitan Air Quality Management District.
- Archaeological, Historical, and Tribal Cultural Resources: damage or loss of significant cultural resources from construction activities.
- Biological Resources: loss of habitat and direct impacts to special status plant and animal species.
- Greenhouse Gases: temporary emission of GHGs during construction.
- Hazards and Hazardous Materials: potential exposure or release of hazardous materials or contamination during construction.
- Hydrology and Water Quality: construction-related stormwater quality impacts.
- Noise: temporary excessive noise levels during construction on sensitive noise receptors.
- Transportation: temporary disruption of roadways and congestion from construction activities and equipment.

The physical environmental impacts from construction or operation of offsite improvements could remain significant after implementation of mitigation (i.e., significant and unavoidable), or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level as it is unknown at this time what the extent of these impacts may be. However, offsite transmission facilities were considered as part of the FPASP EIR/EIS and generally contemplated that pole-mounted transmission lines would be located along the northern boundary of White Rock Road near the project site. The impacts of construction of these improvements were evaluated in the FPASP EIR/EIS. However, SMUD has not prepared final designs of this alignment to determine whether changes would be required. Further, neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any facility improvements. Furthermore,

the project may result in encroachment onto SMUD's transmission easements. This would be a **potentially significant** impact.

Mitigation Measure 3.6-2: Encroachment within SMUD's transmission easement.

Prior to construction, the City of Folsom will work with SMUD through the connection process, electric service requirements, and encroachment requests for SMUD-owned transmission line easements, including overhead and/or underground transmission and distribution line easements.

Significance after Mitigation

Implementation of Mitigation Measure 3.6-2 would address potential encroachment onto SMUD's transmission easement by obtaining consent through the approval process of encroachment requests. However, the impacts of construction or operation of offsite improvements, if required, could result in significant environmental effects that cannot be determined at this time. Neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation these improvements. Therefore, the potential impact of constructing new or expanded electrical or natural gas facilities to serve development of the future corporation yard would be **significant and unavoidable**.

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3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This chapter presents a summary of the current state of climate change science and greenhouse gas (GHG) emissions sources in California; a summary of applicable regulations; quantification of project-generated GHG emissions and discussion about their potential contribution to global climate change; and analysis of the project's resiliency to climate change-related risks.

Comments received on the notice of preparation regarding greenhouse gas emissions and climate change included a request by the Sacramento Municipal Utilities District (SMUD) to address climate change.

3.7.1 Regulatory Setting

FEDERAL

Supreme Court Ruling

The U.S. Environmental Protection Agency (EPA) is the federal agency responsible for implementing the federal Clean Air Act (CAA) and its amendments. The Supreme Court of the United States ruled on April 2, 2007, that carbon dioxide (CO_2) is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. The ruling in this case resulted in EPA taking steps to regulate GHG emissions and lent support for state and local agencies' efforts to reduce GHG emissions.

Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks and Corporate Average Fuel Economy Standards

In October 2012, EPA and the National Highway Traffic Safety Administration (NHSTA), on behalf of the Department of Transportation, 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 FR 62624). NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg) limiting vehicle emissions to 163 grams of CO_2 per mile for the fleet of cars and light-duty trucks by model year 2025 (77 FR 62630).

In January 2017, EPA Administrator Gina McCarthy signed her determination to maintain the current GHG emissions standards for model year 2022–2025 vehicles. However, on March 15, 2017, the new EPA Administrator, Scott Pruitt, and Department of Transportation Secretary Elaine Chao announced that EPA intends to reconsider the final determination. EPA intends to make a new Final Determination regarding the appropriateness of the standards no later than April 1, 2018 (EPA 2017c).

Greenhouse Gas Permitting Requirements

EPA's New Source Review permitting program, including its Prevention of Significant Deterioration (PSD) requirements, applies to new major sources of criteria air pollutants and precursors. Title V of the federal CAA requires "major sources" of air pollutants to obtain and operate in compliance with an operating permit (EPA 2017a). Operating permits are legally-enforceable documents designed to improve compliance by clarifying what sources must do to control air pollution. A source is considered a major source if it would emit emissions of criteria air pollutants (or precursors) or hazardous air pollutants that exceed certain mass emission level criteria (e.g., 100 tons per year) depending on the ambient air quality conditions where the source is located. The PSD program is designed to make sure that a source's emissions would not cause or contribute to any applicable national ambient air quality standards (NAAQS). NAAQS are explained in more detail in Section 3.3, *Air Quality*.

In 2010, EPA issued the Prevention of Significant Deterioration and Title V Greenhouse Gas Tailor Rule (EPA 2011). This rule set mass emission-based permitting criteria specifically for carbon dioxide-equivalent (CO_2e) emissions that define when permits under the New Source Review PSD and Title V Operating Permit programs are required for new and existing industrial facilities. This is known as Steps 1 and 2 of the Tailoring Rule for PSD and Title V permitting based on CO_2e emissions.

A new part of the GHG Tailoring Rule, known as Step 3, was issued by EPA in 2012. This step, known as Step 3, revised the regulations to require a source that emits or has the potential to emit levels of CO_2e that exceed established mass emission criteria (i.e., 100,000 tons per year [90,718 metric tons (MT) per year]) of CO_2e, but that has minor source emissions of all other regulated pollutants, to apply for an operating permit. However, in 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA*, 134 S. Ct. 2427 (2014) ("UARG"). The Court held that EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a PSD or Title V permit. The Court also held that PSD permits that are otherwise required (based on emissions of other, non-GHG pollutants) may continue to require limitations on GHG emissions. In response to the Supreme Court decision and the D.C. Circuit's amended judgment, EPA is undertaking various actions to explain the next steps in GHG permitting (EPA 2017b). This program is also currently under review by EPA, but at the time of publication of this Draft EIR had not been changed.

STATE

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established total GHG emission targets for the State. Specifically, Statewide emissions are to be reduced to 2000 levels by 2010, 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

This EO was the subject of a California Appellate Court decision, *Cleveland National Forest Foundation v. San Diego Association of Governments* (SANDAG) (November 24, 2014) 231 Cal.App.4th 1056, which was reviewed by the California Supreme Court in January 2017. The Supreme Court decided a singular question in the case, which was released on July 13, 2017. The California Supreme Court ruled that SANDAG did not abuse its discretion by declining "to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal."

In addition to concluding that an EIR need not use this executive order's goal for determining significance, the Court described several principles relevant to CEQA review of GHG impacts, including: (1) EIRs should "reasonably evaluate" the "long-range GHG emission impacts for the year 2050;" (2) the 2050 target is "grounded in sound science" in that it is "based on the scientifically supported level of emissions reduction needed to avoid significant disruption of the climate;" (3) in the case of the SANDAG plan, the increase in long-range GHG emissions by 2050, which would be substantially greater than 2010 levels, was appropriately determined to be significant and unavoidable; (4) the reasoning that a project's role in achieving a long-range emission reduction target is "likely small" is not valid for rejecting a target; and (5) "as more and better data become available," analysis of proposed plan impacts will likely improve, such that "CEQA analysis stays in step with evolving scientific knowledge and State regulatory schemes." The Court also ruled that "an EIR's designation of a particular adverse environmental effect as 'significant' does not excuse the EIR's failure to reasonably describe the nature and magnitude of the adverse effect." The Court also recognized that the 40 percent reduction in 1990 GHG levels by 2030 is "widely acknowledged" as a "necessary interim target to ensure that California meets its longer-range goal of reducing greenhouse gas emission 80 percent below 1990 levels by the year 2050." Senate Bill (SB) 32 has since defined the 2030 goal in statute (discussed below).

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that these reductions "…shall remain in effect unless otherwise amended or repealed. (b) It is the intent of the Legislature that the Statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020. (c) The [California Air Resources Board (CARB)] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020." [California Health and Safety Code, Division 25.5, Part 3, Section 38551.]

Senate Bill 375 of 2008

Senate Bill (SB) 375, signed by Governor Schwarzenegger in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

The Sacramento Area Council of Governments (SACOG) serves as the MPO for Sacramento, Placer, El Dorado, Yuba, Sutter, and Yolo Counties, excluding those lands located in the Lake Tahoe Basin. The project site is in Sacramento County. SACOG adopted its Metropolitan Transportation Plan/Sustainable Communities Strategy 2035 in 2012, and completed an update adopted on February 18, 2016. SACOG was tasked by CARB to achieve a 9 percent per capita reduction compared to 2012 emissions by 2020 and a 16 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its SCS (CARB 2013).

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of regulatory standards for vehicle model years 2017 through 2025. The new regulations strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the State. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the Statewide fleet of new cars and light trucks will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions than the Statewide fleet in 2016 (CARB 2016).

Senate Bill X1-2, the California Renewable Energy Resources Act of 2011 and Senate Bill 350, the Clean Energy and Pollution Reduction Act 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 by Governor

Brown, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

Executive Order B-30-15

On April 20, 2015 Governor Brown signed EO B-30-15 to establish 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 Executive Order S-3-05 to reach the ultimate 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, Governor Brown signed SB 32 and AB 197, which 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 continuing 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.

California Building Efficiency Standards of 2016 (Title 24, Part 6)

Buildings in California are required to comply with California's Energy Efficiency Standards for Residential and Nonresidential Buildings established by the California Energy Commission (CEC) in Title 24, Part 6 of the California Code of Regulations. These standards were first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption and are updated on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings for which an application for a building permit is submitted on or after January 1, 2017 must follow the 2016 standards (CEC 2015). Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

Low Carbon Fuel Standard

In January 2007, Executive Order S-01-07 established a Low Carbon Fuel Standard (LCFS). The Order 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 a full fuels cycle basis, and may be met through market-based methods by which 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.

Climate Change Scoping Plan and Updates

In December 2008, CARB adopted its first version of its *Climate Change Scoping Plan*, which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, CARB released and subsequently adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014a). After releasing multiple versions of proposed updates in 2017 CARB adopted the next version titled *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) in December of that same year (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.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento Metropolitan Air Quality Management District

Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary agency responsible for addressing air quality concerns in all of Sacramento County—its role is discussed further in Section 3.3, *Air Quality*. SMAQMD also recommends methods for analyzing project-generated GHGs in CEQA analyses and offers multiple potential GHG reduction measures for land use development projects. SMAQMD developed thresholds of significance to provide a uniform scale to measure the significance of GHG emissions from land use and stationary source projects in compliance with CEQA and AB 32. SMAQMD's goals in developing GHG thresholds include ease of implementation; use of standard analysis tools; and emissions mitigation consistent with AB 32. However, since the passage of SB 32 and AB 197 and the associated adoption of a revised statewide emissions target of 40 percent below 1990 levels by 2030, SMAQMD has not developed new thresholds in compliance with this target.

Sacramento County General Plan

The following policies of the Sacramento County 2030 General Plan (Sacramento County 2011) are applicable to the project:

- **Policy AQ-22:** Reduce greenhouse gas emissions from County operations as well as private development.
- **Policy LU-115:** It is the goal of the County to reduce GHG emissions to 1990 levels by the year 2020. This shall be achieved through a mix of State and local action.

Sacramento County Climate Action Plan

The Sacramento County Climate Action Plan (CAP) Strategy and Framework Document was adopted on November 9, 2011 and presents a framework for reducing GHG emissions and managing water and other resources to best prepare for a changing climate.

However, the CAP does not demonstrate the County's ability to meet 2030 reduction goals (set by SB 32) and; subsequently, future target years (e.g., 2050) and does not meet all of the criteria in Section 15183.5(b)(1) as a plan for the reduction of GHG emissions. However, updates to the CAP have been initiated and the updated CAP (and associated key policies to be included in the policy document) will meet all of the criteria in Section 15183.5(b)(1) as a plan for the reduction of GHG emissions, and be consistent with new State legislation and guidance issued since the existing CAP was adopted in 2011, such as SB 32, EO B-30-15, and updates to the State's Climate Change Scoping Plan.

The existing Sacramento County CAP does not meet all of the criteria in Section 15183.5(b)(1) as a plan for the reduction of GHG emissions. The County is currently preparing an updated CAP to meet all specified criteria.

City of Folsom

The City of Folsom General Plan (1993) is currently being updated to include an integrated Climate Action Plan (CAP). The City of Folsom Draft General Plan 2035/CAP (2017) includes goals to reduce GHG emissions, including City operations (i.e., Policy NCR 3.2.2, Reduce municipal GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce municipal 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.), The Draft General Plan 2035/CAP has not been adopted, therefore, the analysis does not rely on the policies in the draft General Plan. The following policies of the *City of Folsom General Plan* (1993) are applicable to the project:

- **Policy 29.1:** Fire and Police Department personnel/resident population ratios shall be maintained at adequate levels as defined by the City Council.
- **Policy 29.3:** The City shall develop standards for building within the 100-year floodway to assure that the water flows above stream and downstream from a property will not be altered from existing levels.
- **Policy 29.4:** The City shall work with the U.S. Army Corp of Engineers in developing standards for development within the inundation boundary resulting from a failure of Folsom Dam or the dikes retaining Folsom Lake.

3.7.2 Environmental Setting

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The Physical Scientific Basis

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (Intergovernmental Panel on Climate Change [IPCC] 2014:3, 4).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the lifetime of any GHG molecule is dependent on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013:467).

The quantity of GHGs in the atmosphere that ultimately result in climate change is not precisely known, but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

GREENHOUSE GAS EMISSION SOURCES

GHG emissions are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (CARB 2014a). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2014b). Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water), respectively, two of the most common processes for removing CO_2 from the atmosphere.

EFFECTS OF CLIMATE CHANGE ON THE ENVIRONMENT

According to the IPCC, which was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme, global average temperature is expected to increase by 3 to 7 degrees Fahrenheit (°F) by the end of the century, depending on future GHG emission scenarios (IPCC 2007). According to the California Natural Resources Agency (CNRA), temperatures in California are projected to increase 2 to 5°F by 2050 and by 4 to 9°F by 2100 (CNRA 2009).

Other environmental resources could be indirectly affected by the accumulation of GHG emissions and resulting rise in global average temperature. In the recent years, California has been marked by extreme weather and its effects. According to CNRA's draft report, *Safeguarding California Plan: 2017 Update* (CNRA 2017), California experienced the driest four-year Statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2017). In contrast, the northern Sierra Nevada range experienced its wettest year on record in 2016 (CNRA 2017). The changes in precipitation exacerbate wildfires throughout California with increasing frequency, size, and devastation. As temperatures increase, the increase in precipitation falling as rain rather than snow also could lead to increased potential for floods because water that would normally be held in the snowpack of the Sierra Nevada and Cascade mountains

until spring would flow into the Central Valley concurrently with winter rainstorm events. This scenario would place more pressure on California's levee/flood control system (CNRA 2017). Furthermore, in the extreme scenario involving the rapid loss of the Antarctic ice sheet, sea level along the California's coastline could rise up to 10 feet by 2100, which is approximately 30 to 40 times faster than sea level rise experienced over the last century (CNRA 2017).

Changes in temperature, precipitation patterns, extreme weather events, and sea-level rise have the potential to effect and decrease the efficiency of thermal power plants and substations, decrease the capacity of transmission lines, disrupt electrical demand, and threaten energy infrastructure with the increased risk of flooding (CNRA 2017).

The California Department of Transportation (Caltrans) owns and operates more than 51,000 miles along 265 highways, as well as three of the busiest passenger rail lines in the nation. Sea level rise, storm surge, and coastal erosion are imminent threats to highways, roads, bridge supports, airports, transit systems and rail lines near sea level and seaports. Shifting precipitation patterns, increased temperatures, wildfires, and increased frequency in extreme weather events also threaten transportation systems across the State. Temperature extremes and increased precipitation can increase the risk of road and railroad track failure, decreased transportation safety, and increased maintenance costs (CNRA 2017).

Water availability and changing temperatures, which effects prevalence of pests, disease, and species, directly impact crop development and livestock production. Other environmental concerns include decline in water quality, groundwater security, and soil health (CNRA 2017). Vulnerabilities of water resources also include risks to degradation of watersheds, alteration of ecosystems and loss of habitat, impacts to coastal areas, and ocean acidification (CNRA 2017). The ocean absorbs approximately a third of the CO_2 released into the atmosphere every year from industrial and agricultural activities, changing the chemistry of the ocean by decreasing the pH of seawater. This ocean acidification is harmful to marine organisms especially calcifying species such as oysters, clams, sea urchins, and corals (CNRA 2017).

Cal-Adapt is a climate change scenario planning tool developed by CEC that downscales global climate model data to local and regional resolution under the Representative Concentration Pathway (RCP) 4.5 and RCP 8.5 scenarios. According to Cal-Adapt, annual average temperatures in the project site are projected to be 80°F for 2070 through 2099 under RCP 4.5 scenario and 83°F for 2070 through 2099 under RCP 8.5 (Cal-Adapt 2017c).

3.7.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

GHG emissions associated with the project would be generated during project construction and by operation of the facility after it is built. Estimated levels of construction- and operation-related GHGs are presented below. The project is evaluated for its consistency with adopted regulations, plans, and policies aimed at reducing GHG emissions.

Construction-Related Greenhouse Gas Emissions

Short-term construction-generated GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1 computer program (CAPCOA 2016), as recommended by SCAPCD and other air districts in California. Modeling was based on project-specific information (e.g., building size, area to be graded, area to be paved, energy information) where available; assumptions based on typical

construction activities; and default values in CalEEMod that are based on the project's location and land use types. Construction would begin as early as 2022 over an estimated period of 24 months. The City currently has a wide variety of uses at the current corporation yard and locations, and these uses would be moved to the new yard. The future corporation yard would include uses by the following City departments: Parks and Recreation, Public Works, and Utilities. Table 3.7-1 shows the anticipated facility needs at project buildout. The covered and uncovered outdoor storage areas were modeled as paved areas in CalEEMod.

Table 3.7-1 Proposed Land Use (Buildout-2050)

Space Component	Modeled Land Use Type
Parks and Recreation Department	
Park Maintenance	Unrefrigerated Warehouse – No Rail
Public Works Department	
Street Maintenance	Unrefrigerated Warehouse – No Rail
Transit	Unrefrigerated Warehouse – No Rail
Fleet Management	Unrefrigerated Warehouse – No Rail
Solid Waste	
Collections	Unrefrigerated Warehouse – No Rail
Household Hazardous Waste (HHW)	Unrefrigerated Warehouse – No Rail
Transfer Station	Unrefrigerated Warehouse – No Rail
Environmental and Water Resources (Utilities) Department	
Administration	Office
Utility Maintenance	Unrefrigerated Warehouse – No Rail
Wastewater	Unrefrigerated Warehouse – No Rail
Water	Unrefrigerated Warehouse – No Rail
Water Treatment Plan - Plant Maintenance	Unrefrigerated Warehouse – No Rail
Common/Shared	
Office Support	Office
Field/Shop Support	Unrefrigerated Warehouse – No Rail
Total	

Notes: SF = square feet

Source: City of Folsom 2008

Operational Greenhouse Gas Emissions

Project-related operational emissions of GHGs were estimated for the following sources: area sources (e.g., landscaping-related fuel combustion sources), energy use (i.e., electricity and natural gas consumption), water use, solid waste, and mobile sources. Operational mobile-source GHG emissions were modeled based on the estimated level of average daily trips (ADT) by employees and fleet vehicles. It was assumed that the existing trip generation of the Leidesdorff Yard would cease and transfer to the project site. At complete buildout, the project would generate a total (i.e., additional trips plus existing) of up to 937 ADT. CalEEMod default trip distance for the County were used. Trip rate estimates were derived from data generated in the traffic impact analysis conducted for the project (see Section 3.11, *Transportation and Circulation*). Twenty-five percent of project-generated trips entering and leaving the project site are heavy-duty vehicles and 6 percent of are buses. Trip distances were derived from CalEEMod default trip distances for the region. Mobile-source emissions were calculated using CalEEMod. Indirect emissions associated with electricity and natural gas consumption were estimated using GHG emissions factors for the SMUD. Indirect GHG emissions associated with electricity consumption were calculated for 2050 based on compliance with the 50 percent RPS by 2030 and calculations can be found in Appendix B. The project's level of electricity and natural gas usage were based on default CalEEMod values for office and warehouse land use types. The

project's level of electricity and natural gas usage were based on 2016 Title 24-adjusted consumption rates provided by CalEEMod for each land use type. Adjustments were based on the CEC estimate that nonresidential buildings are 5 percent more efficient than 2013 Title 24 standards (CEC 2015). Project buildout is anticipated to be in 2050. Detailed model assumptions and inputs for these calculations can be found in Appendix B.

THRESHOLDS OF SIGNIFICANCE

The issue of global climate change is inherently a cumulative issue, as the GHG emissions of individual projects cannot be shown to have any material effect on global climate. Thus, the project's impact to climate change is addressed only as a cumulative impact.

CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans, and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. In Appendix G of the State CEQA Guidelines, two questions are provided to help assess if the project would result in a potentially significant impact on climate change. These questions ask whether the project would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

In California, some counties, cities, and air districts have developed guidance and thresholds of significance for determining significance of GHG emissions that occur within their jurisdiction. LAFCo and the City of Folsom are the CEQA Co-Lead Agencies for the project and is; therefore, responsible for determining whether an impact would be considered significant.

If the lead agency does not have a qualified CAP that can be used to show consistency with State GHG targets, then the local air district's thresholds may be used, if available and applicable. SMAQMD has developed thresholds of significance for development projects that occur within the jurisdiction of SMAQMD that are tied to target year 2020 and no further. Thus, with respect to SB 32 and 2030 GHG reduction goals of 40 percent below 1990 levels, SMAQMD has not developed numeric, bright-line thresholds of significance for GHG emissions generated during project construction or operation. Nonetheless, SMAQMD recommends that lead agencies quantify and disclose project-related GHG emissions and make a significance determination of these emissions. Because of the cumulative effect of GHGs, SMAQMD recommends amortizing a project's construction emissions over the operational lifetime of the project (SMAQMD 2016). The sum of estimated amortized construction emissions and annual operational emissions per year is assumed to reflect the total annual GHG emissions attributable to the project.

As discussed above, recent passage of SB 32 in September 2016 set a new State GHG emissions target for the year 2030 at 40 percent below 2020 levels. Thus, for projects that would generate emissions beyond 2020, significance would be determined based on a project's compliance with this target. An impact would be determined significant if a project were to conflict with or prevent the State from meeting 2030 GHG reduction targets.

To set the stage for how California would meet targets set forth by SB 32, CARB's 2017 Scoping Plan suggests several approaches for showing a project's consistency with State targets. The following is related to project-level CEQA analyses (CARB 2017:101):

- Absent conformity with an adequate geographically-specific GHG reduction plan, CARB recommends that projects incorporate design features and GHG reduction measures, to the degree feasible, to minimize GHG emissions. Achieving no net additional increase in GHG emissions, resulting in no contribution to

GHG impacts, is an appropriate overall objective for new development…Achieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA. Lead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with this Scoping Plan, the State's long-term GHG goals, and climate change science.

- Neither SMAQMD nor the City of Folsom or LAFCo have developed an evidenced-based bright-line numeric threshold or performance-based metric based on an applicable CAP, consistent with the State's long-term GHG goals. Therefore, relying on consistency with a qualified GHG reduction plan or comparing project-generated emissions to a bright-line threshold are not options for this analysis. Consequently, based on the overall objective of the 2017 Scoping Plan, a "no net increase" threshold is applied for the purposes of this analysis. The intent of this analysis is not to present the use of a no net increase threshold as a generally applied threshold of significance for GHG impacts. Its use herein is related directly to the facts surrounding the project and availability of reliance on other threshold options. A project that results in no net increase in GHG emissions would not result in a substantial increase in GHGs or conflict with local or State plans adopted for the purpose of reducing GHG emissions.

ISSUES NOT DISCUSSED FURTHER

All issues applicable to climate change listed under the significance criteria above are addressed in this section.

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of greenhouse gas emissions and climate change would not be affected by these options. Therefore, this is not discussed further in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Project-generated GHG emissions

The level of annual GHG emissions associated with the project, including amortized construction-related emissions, would be approximately 1,052 MT CO_2e/year. This level of GHG emissions has the potential to result in a considerable contribution to cumulative emissions related to global climate change and conflict with State GHG reduction targets established for 2030 and 2050. Therefore, this impact would be potentially **significant**.

GHG emissions associated with the project would be generated during project construction and operation. Estimated levels of construction- and operation-related GHG emissions are presented below, followed by a discussion of the project's consistency with applicable regulations and policies established to enable the achievement of mandated Statewide GHG reduction goals.

Construction-Generated Greenhouse Gas Emissions

Project-related construction activities would result in the generation of GHG emissions. Heavy-duty off-road construction equipment, materials transport, and worker commute during construction of the project would result in exhaust emissions of GHGs. Modeling results are shown below in Table 3.7-2.

As shown in Table 3.7-2, project construction is estimated to generate a total of 699 MT CO_2e over the duration of the construction period (2022–2023). Total construction emissions were amortized over a 25-year period, consistent with guidance from SMAQMD (SMAQMD 2016), resulting in annualized emissions of 28 MT CO_2e.

Table 3.7-2 Construction-Generated Greenhouse Gas Emissions

Year	MT CO_2e/year
2022	674
2023	25
Total Construction GHG Emissions	699
Amortized over 25 Years	28

Notes: /year = per year; CO2e = carbon dioxide equivalent, MT = metric tons
Totals may not add due to rounding.
Source: Modeled by Ascent Environmental in 2017

Operational Greenhouse Gas Emissions

Operation of the project would result in mobile-source GHG emissions associated with vehicle trips to and from the project (i.e., project-generated VMT); area-source emissions from the combustion of natural gas for space and water heating and operation of landscape maintenance equipment; energy-source emissions from the consumption of electricity; water-source emissions from water use and the conveyance and treatment of wastewater; waste-source emissions from the transport and disposal of solid waste; and mobile-source emissions. The analysis is conservative, as project-generated traffic associated with the operational phase due to the relocation and consolidation of project operations and associated staff are not considered a new source of emissions in the region, as the vehicle trips are already occurring within the City. Also, the City is planning to begin retiring combustion engine vehicles and replacing them with natural gas and/or electric vehicles. It should be noted that mobile source emissions would be expected to decrease over time due to fleet turnover and State regulations requiring reductions in carbon emissions from vehicles. Emissions generated from project operation are reported in Table 3.7-3.

Table 3.7-3 Operational Greenhouse Gas Emissions

Source	MT CO_2e/year
Area	<1
Electricity	85
Natural Gas	10
Mobile	825
Waste	82
Water	50
Amortized Construction Emissions	28
Total Operational GHG Emissions	1,052

Notes: Totals may not add due to rounding.
/year = per year; CO2e = carbon dioxide equivalent, MT = metric tons
Source: Modeled by Ascent Environmental in 2017

Thus, the level of annual GHG emissions associated with the project, including amortized construction-related emissions, is estimated to be approximately 1,052 MT CO_2e/year.

Consistency with Applicable Plans, Policies, and Regulations for the Purpose of Reducing Greenhouse Gas Emissions

Consistency with the 2017 Scoping Plan

The 2017 Scoping Plan was adopted in November 2017, supporting the Statewide compliance with emissions levels identified in SB 32 and AB 197 of 2016. Consistency with the emissions targets provided by SB 32 and AB 197 would also result in consistency with emissions targets provided by AB 32 of 2006, which are less stringent. The 2017 Scoping Plan lays out the framework for achieving the 2030 Statewide GHG reduction target of 40 percent below 1990 levels. The 2017 Scoping Plan includes an appendix that details local actions

that land use development projects and municipalities can implement to support the statewide goal. For project-level CEQA analyses, the 2017 Scoping Plan states that projects should implement feasible mitigation, preferably measures that can be implemented on site.

Consistency with Greenhouse Gas Policies in the City of Folsom General Plan

The City of Folsom General Plan (1993) does not include policies that directly reduces GHG emissions. Nonetheless, the project would be consistent with the Safety Element related to addressing flooding and wildfires and mitigating their risks, thereby, indirectly addressing effects of climate change.

Summary

The level of annual GHG emissions associated with the project, including amortized construction-related emissions, is estimated to be approximately 1,052 MT CO_2e/year. As discussed in the "Thresholds of Significance" section above, currently no bright line threshold or geographically-specific GHG reduction plan is available that could be used to evaluate project-generated GHG emissions beyond 2020- (assumed buildout date is post 2020), the year for which SMAQMD thresholds are based.

Therefore, because the project would generate 1,052 MT CO_2e/year, it could conflict with the State's ability to meet the goals of SB 32 and project-generated GHG emissions would be considered **significant**.

Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures.

The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO_2e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions.

To reduce GHG emissions associated with construction and operation of the project, the following onsite GHG reduction measures shall be incorporated into project design, to the extent feasible:

Onsite Construction

- Enforce idling time restrictions for construction vehicles.
- Require construction vehicles to operate with the highest tier engines commercially available.
- Increase use of electric and renewable fuel-powered construction equipment.

Onsite Operation

- Replace diesel-fueled heavy-duty fleet vehicles with renewable compressed natural gas (CNG)-fueled or renewable diesel-fueled fleet vehicles.
- Replace gasoline-fueled passenger vehicles with electric vehicles.
- Achieve reductions in onsite electricity use through use of onsite renewable energy (e.g., solar photovoltaic panels). Building design and solar installation shall take into account solar orientation to maximize solar exposure.
- Install 240-Volt electric vehicle chargers and signage in the parking areas.
- Install energy-efficient lighting for parking and outdoor area lighting
- Reduce indoor water use by installing low-flow plumping fixtures.
- Reduce outdoor water use by reducing turf area and use water-efficient irrigation systems (i.e., smart sprinkler meters) and landscaping techniques/design, and install rain water capture systems.

- Install a grey water system to irrigate outdoor landscaping and/or to use for indoor non-potable water uses.
- Incorporate site design features to reduce onsite heat island effect including wall shading.

Offsite GHG Reduction

If after incorporation of all feasible onsite GHG construction and operations reduction measures, project GHG emissions are not reduced to zero, the City shall purchase carbon credits to offset the level of project-related GHG emissions remaining after implementation of the feasible onsite measures identified above.

The quantity of carbon credits purchased by the City to offset the project's operational GHG emissions shall be based on the annual mass of GHG emissions less the reduction achieved by implementation of the onsite reductions measures described above, multiplied by an operational life of 25 years.

Significance after Mitigation

Mitigation Measure 3.7-1 provides numerous onsite measures that would reduce GHG emissions during construction and operation of the project and commits the City to reduce net increases in GHG emissions over existing conditions. Further, if onsite reduction measures do not achieve the necessary reductions, remaining GHG emissions would be reduced to zero through the purchase of carbon offsets.

Further, specific measures related to the use of alternative fuels for vehicles, included in Mitigation Measure 3.7-1 could reduce GHG emissions of medium-heavy duty vehicles from 1,152 grams CO_2e per mile (g CO_2e/mile) running on diesel fuel to zero g CO_2e/mile running on renewable CNG fuel or renewable diesel fuel (CARB 2015; Argonne National Laboratory 2017). Furthermore, GHG emissions of passenger vehicles could be reduced from 189 g CO_2e/mile for gasoline to zero g CO_2e/mile for electric (CARB 2015). Implementation of Mitigation Measure 3.7-1 would result in no net increase in GHG emissions. Thus, the project's contribution to cumulative GHG emission after mitigation would be reduced to **a less-than-significant** impact.

Impact 3.7-2: Impacts of climate change on the project.

The project is not located within an area projected to experience a substantial increase in wildland fire risk or flooding as a result of climate changes in the future. Anticipated changes in future climate patterns are not anticipated to have any substantial adverse effects on the project. Therefore, the impacts of climate change on the project would be **less than significant.**

As discussed previously in this section, human-induced increases in GHG concentrations in the atmosphere have led to increased global average temperatures (climate change) through the intensification of the greenhouse effect, and associated changes in local, regional, and global climatic conditions.

Although there is a strong scientific consensus that global climate change is occurring and is influenced by human activity, there is less certainty as to the timing, severity, and potential consequences to climate phenomena. Scientists have identified several ways in which global climate change could alter the physical environment in California (CNRA 2009, CEC 2012, California Department of Water Resources 2006, IPCC 2007). These include:

- increased average temperatures;
- modifications to the timing, amount, and form (rain vs. snow) of precipitation;
- changes in the timing and amount of runoff;
- reduced water supply;
- deterioration of water quality; and
- elevated sea level.

These changes may translate into a variety of issues and concerns that may affect the project site, including but not limited to:

- increased frequency and intensity of wildfire as a result of changing precipitation patterns and temperatures; and
- increased risk of flooding associated with changes to precipitation patterns.

Increased temperature is expected to lead to secondary climate change impacts, including increases in the frequency, intensity, and duration of extreme heat days and multi-day heat waves/events in California. Cal-Adapt defines the extreme heat day threshold for City of Folsom as 103.7°F or higher. An extreme heat day is defined as a day between April through October where the maximum temperature exceeds the 98th historical percentile of maximum temperature based on daily temperature data from 1961 to 1990 (i.e., 103.7°F). From the data collected from 1961 to 1990, City of Folsom has a historical average of four extreme heat days a year. City of Folsom is already experiencing an increase in the frequency of extreme heat days per year with a current average of five extreme heat days per year from 2000 to 2005, with seven extreme heat days in 2003 (Cal-Adapt 2017a).

Cal-Adapt data shows a range of projected increases in the number of extreme heat days by 2099, all of which exceeds the 98th-percentile of historical (1961-1990) maximum temperatures under the Representative Concentration Pathway (RCP) 4.5 and RCP 8.5 scenarios. The projected annual average number of extreme heat day under the RCP 4.5 scenario is approximately 30 days per year in 2070 through 2099. Under the RCP 8.5 scenario, Cal-Adapt predicts that the project site will experience 49 extreme heat days per year in 2070 through 2099 (Cal-Adapt 2017a).

Any future project within the project site would be required to meet the 2016 Title 24 building energy standards (or current Title 24 building energy standards), which require well-insulated buildings and high-efficiency heating, ventilation, and air conditioning units.

According to California Department of Forestry and Fire Protection (CAL FIRE), the SOIA/annexation area is a non–very high fire hazard severity zone (CAL FIRE 2008). However, wildfires within the Sierra Nevada and areas outside the County affect air quality in Sacramento County. Wildland fires produce substantial emissions of particulate matter (e.g., smoke, soot), which may cause health effects including restricted breathing and aggravation of existing respiratory and cardiovascular diseases in the short-term, and alterations to immune systems and cancer from chronic exposure. Particulate matter from wildfire dissipates throughout the Central Valley degrading air quality conditions for short or extended periods of time. The duration of wildfire-related particulate matter in the County's air is linked to wind patterns originating from the Sacramento-San Joaquin Delta. Colloquially known as the "Delta Breeze," oceanic winds are channeled through the Delta into Sacramento County, and help disperse air pollutants north of the Sacramento Valley; however, during about half of the days from July to September, a phenomenon called the "Schultz Eddy" prevents this from occurring. These natural phenomena affect the severity of wildfire-related air pollution in Sacramento County (SMAQMD 2016). For example, during the summers of 2013 through 2015, several wildfire incidents occurred in Northern California that increased levels of particulate matter within Sacramento County.

Currently, the Sacramento Metropolitan Fire District is responsible for providing fire protection services to the SOIA/annexation area. If the SOIA/annexation is approved, fire planning and preparation activities would primarily be undertaken by the City of Folsom Fire Department. The City of Folsom Fire Department provides fire suppression, rescue, prevention, public education, hazardous materials response, and emergency medical services to the City Folsom. The City of Folsom General Plan (1993) includes the policies (listed above) in the Safety Element related to addressing wildfires and mitigating their risks (City of Folsom 1993). Through the City of Folsom Fire Department fire protection services and the policies listed in the City's General Plan, the project would not be considered to be located in an area with a substantial risk to wildland fires or hazards as programs and policies are in place to address such risks.

With regards to increases in flood risk, the project is not located in a coastal zone where an increased threat of flooding may occur because of sea level rise (Cal-Adapt 2017b). However, the project site is vulnerable to flooding as a result of dam or dike failure. Dam or dike failure could occur as result of heavy and continued rains, or rainfall combined with snowmelt. Intense storms may overwhelm local waterways, as well as threaten the integrity of flood control structures.

While it is uncertain precisely how and to what extent climate change will affect flooding events near the project site, it is reasonable to expect that an increase in flooding could have serious ramifications. More rapid and earlier snowmelt, or increased potential for high-intensity storm events, compared to historical trends, could potentially place additional strain on the components of flood control systems (e.g., dikes, dams), and increase the likelihood of flooding in the City of Folsom.

The City of Folsom General Plan (1993) includes the policies (listed above) in the Safety Element related to addressing dam failure (City of Folsom 1993). Policy 29.4 states that the City shall work with the U.S. Army Corp of Engineers in developing standards for redevelopment within the inundation boundary resulting from a failure of Folsom Dam or the dikes retaining the Folsom Lake.

Based on currently-available data, the project is not located within an area projected to experience a substantial increase in wildland fire risk or flooding because of climate changes in the future. Anticipated changes in future climate patterns are not anticipated to have any substantial effects on the project. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for existing hazards in the SOIA/annexation area (or project site) and provides a qualitative evaluation of the project's potential to create a significant hazard for the public or the environment, conflict with airspace regulations or adopted emergency response plans, or expose people to wildland fires. The analysis includes a description of the existing environmental conditions, the methods used for assessment, the potential direct and indirect impacts of project implementation. The evaluation provided in this section is based, in part, on review of the Phase I environmental site assessment (ESA) completed by Apex Envirotech, Inc. (Appendix C).

Comments received on the Notice of Preparation regarding hazards and hazardous materials included a concern about potential groundwater contamination.

3.8.1 Environmental Setting

The SOIA/annexation area is within unincorporated Sacramento County and is currently vacant. The project site is bordered by White Rock Road to the north, Scott Road to the east, vacant land to the south, and vacant land part of Prairie City SVRA to the west. An aggregate quarry is located to the south and Aerojet's Area 41 remediation site is to the east. The site is surrounded by barbed wire fence and has no paved access road. During a brief visual survey of the site done as part of a Phase 1 ESA (Apex 2015), there were no visible signs of contamination. Review of historical imagery show that the project site has been vacant and undeveloped since 1937. As described in Section 3.5, *Cultural Resources*, the site had some previous uses and some remnants of these historic and prehistoric uses are still present.

RECOGNIZED ENVIRONMENTAL CONDITIONS

A recognized environmental condition (REC) is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions. Based on the Phase 1 ESA, the following RECs were found at or near the project site.

- The site is located on property formerly owned by the Aerojet General Corporation in between several portions of the Aerojet General Corporation EPA Superfund project (Aerojet Superfund Project). The Aerojet Superfund Project is an approximately 5,900 acre which was previously used for testing of liquid and solid propellant rocket engines. Additionally, the Cordova Chemical Company previously operated a chemical manufacturing facility on the Aerojet Super Fund Project. Aerojet and the Cordova Chemical Company disposed of various hazardous chemicals related to rocket propellants and chemical processing waste in surface impoundments, landfills, deep injection wells, leachate fields, and open burning.

  While the project site is not located within the boundaries of the Aerojet Superfund Project, several sub areas of the Aerojet Superfund Project surround the project site location. Given the extensive amount of contamination associated with the Aerojet Superfund Project it is possible that undocumented and undiscovered disposal of hazardous materials may be present at the site.

- The property known as Area 40 is located to the north of the project site. Area 40 was leased by Aerojet from the 1960s to 1970s for the burning of wastes generated at its main facility, including rocket propellants, solvents and other chemicals. The current land uses are agricultural and industrial; however, this land is included in the City of Folsom South of Highway 50 land plan and will be redeveloped into a mixed use residential/commercial community. Since 1983, Aerojet has investigated

Area 40 at various times to determine the nature and extent of chemical residues. Aerojet has recently submitted the investigation reports and plan for mitigating risk from residual chemicals. The State of California anticipates issuing a remedy decision by September 1, 2018. Due to the proximity of Area 40 to the project site, this remedy decision is not anticipated to have an adverse effect on the project site.

- The property known as Area 41 is located to the east and up gradient of the project site. Area 41 was leased by Aerojet from 1960 to 1970 for the burning of wastes generated at its main facility including rocket propellants, solvents and other chemicals. The current land uses are agricultural and industrial. Since 1983, Aerojet has investigated Area 41 at various times to determine the nature and extent of chemical residues, and to identify and implement mitigation measures to protect public health and the environment. A considerable amount of investigatory work has been completed at the site; starting during the middle 1980s, to define the chemical impacts to the soil, soil vapor and groundwater. However, some of this information is not complete or is not adequate because the detection limit was too high at the time or the regulatory limit has been lowered since the data collection. The 1990s data are somewhat more useful but are still affected by high reporting limits. Area 41 contains 25 potential source areas, designated 41B through 65B. Ammonium perchlorate and trichloroethene (TCE) are the primary chemicals to impact soil, soil vapor and groundwater.

  A site assessment was conducted and burned and unburned residues (including some topsoil) were scraped from several areas and transported back to the main facility for disposal at Site 4G. Additional soil and debris removal occurred later and surface soils were subject to in-situ bioremediation. However, data gaps exist associated with the levels and spread of groundwater, soil, soil vapor, surface water and ambient air contaminants. Therefore, the Regional Water Quality Control Board (RWQCB) requested preparation of a Field Sampling Plan (FSP) and Remedial Investigation (RI). According RWQCB, until the results of the RI are complete, the extent of contamination will not be completely defined or known.

There are no other known RECs on or near the site (Apex 2015).

TRANSPORT OF HAZARDOUS MATERIALS

Hazardous materials, hazardous wastes, and petroleum products are a subset of the goods routinely shipped along the transportation corridors in the Plan area. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by the DTSC. DTSC maintains a list of active registered hazardous waste transporters throughout California, and the California Department of Public Health regulates the haulers of hazardous waste. Three agencies maintain searchable databases that track hazardous material releases in reportable quantities: EPA maintains the Hazardous Materials Incident Report System that contains data on hazardous material spill incidents reported to the U.S. Department of Transportation (USDOT); the California Office of Emergency Services (OES) maintains the California Hazardous Materials Incident Report System that contains information on reported hazardous material accidental releases or spills; and SWRCB's Site Cleanup Program maintains information on reported hazardous material accidental releases or spills. USDOT also provides grants to local agencies for preparation and training for hazardous materials incidents through its Hazardous Materials Emergency Preparedness Program administered by OES.

Hazardous materials are transported on area roadways, including U.S. Highway 50 and White Rock Road. The only roadway and transportation route approved for the transportation of explosives, poisonous inhalation hazards, and radioactive materials in the general vicinity of the project site is U.S. Highway 50, located about 1.5 miles north of the SOIA/annexation area (FMCSA 2018). Smaller quantities of hazardous materials, such as medical supplies, pool chemicals, cleansing agents, paint, and household chemicals, may be transported on all roadways.

SCHOOLS

Children are particularly susceptible to long-term effects from emissions of hazardous materials. Therefore, locations where children spend extended periods of time, such as schools, are particularly sensitive to

hazardous air emissions and accidental release associated with the handling of extremely hazardous materials, substances, or wastes.

There are no schools nearby within 0.25 miles of the project site. The closest school is The Goddard School located 2.51 miles from the project site (Bing Maps 2017). There is a proposed school site within the FPASP area, just northeast of the site, but farther than 0.25 miles from the project site.

AIRPORTS AND AIRSTRIPS

No active public airports or private airstrips exist within 2 miles of the SOIA/annexation area. The closest airport is Mather Airport, located approximately 7.5 miles southwest of the SOIA/annexation area.

WILDLAND FIRE HAZARDS

While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (Public Resources Code [PRC] 4201-4204 and Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. When development spreads into less densely populated, often hilly areas, it increases the number of people living in areas that are prone to wildfire.

State responsibility areas (SRAs) are areas where the State has financial responsibility for wildland fire protection. Incorporated cities and federal ownership are not included. The prevention and suppression of fires in all areas that are not state responsibility areas are primarily the responsibility of local or federal agencies. There are more than 31 million acres in state responsibility area with an estimated 1.7 million people and 750,000 existing homes. The SOIA/annexation area is within an SRA and CAL FIRE identifies the SOIA/annexation area as a non–very high fire hazard severity zone (CAL FIRE 2008). The Sacramento Metropolitan Fire District is responsible for providing fire protection services to the SOIA/annexation area (Sacramento County 2007).

3.8.2 Regulatory Framework

FEDERAL

Hazardous Materials Management

EPA has primary responsibility for enforcing and implementing federal laws and regulations pertaining to hazardous materials. Applicable regulations are contained mainly in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR). Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the laws summarized below.

- **Resource Conservation and Recovery Act of 1976 (RCRA):** The RCRA (42 U.S. Code [USC] 6901 et seq.) established a federal regulatory program for the generation, transport, and disposal of hazardous substances. Under the RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended by the Hazardous and Solid Waste Amendments of 1984, which banned the disposal of hazardous waste on land and strengthened EPA's reporting requirements. EPA has delegated authority for many RCRA requirements to DTSC.

- **Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA):** CERCLA, also called the Superfund Act (42 USC 9601 et seq.), provided broad federal authority and created a trust fund for addressing releases and threatened releases of hazardous substances that could endanger public health or the environment.

- **Superfund Amendments and Reauthorization Act of 1986 (SARA):** The Superfund Hazardous Substance Cleanup Program (Public Law 96-510) was established on December 11, 1980. The program was expanded and reauthorized by the Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499), also known as SARA Title III. SARA created the Emergency Planning and Community Right-to-Know Act of 1986, also known as SARA Title III, a statute designed to improve community access to information about chemical hazards and to facilitate the development of chemical emergency response plans by state, tribal, and local governments.

- **Toxic Substances Control Act:** The Toxic Substances Control Act (15 USC 2601 et seq.) provides EPA with authority to require reporting, recordkeeping and testing, and restrictions related to chemical substances and/or mixtures. The Toxic Substances Control Act addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

- **Clean Air Act:** Regulations under the Clean Air Act (42 USC 7401 et seq., as amended) are designed to prevent accidental releases of hazardous materials. The regulations require facilities that store a threshold quantity or greater of listed regulated substances to develop a risk management plan that includes hazard assessments and response programs to prevent accidental releases of listed chemicals.

These laws and associated regulations include specific requirements for facilities that generate, use, store, treat, and/or dispose of hazardous materials. EPA is responsible for compiling the National Priorities List for known or threatened release sites of hazardous substances, pollutants, or contaminants (commonly referred to as "Superfund sites"). EPA provides oversight of and supervision for Superfund investigation/remediation projects, evaluates remediation technologies, and develops hazardous materials disposal restrictions and treatment standards.

Occupational Safety and Health Administration Worker Safety Requirements

The Occupational Safety and Health Administration (OSHA) is responsible for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for handling hazardous substances and addressing other potential industrial hazards. OSHA also establishes criteria by which each state can implement its own health and safety program. The Hazard Communication Standard (CFR Title 29, Part 1910) requires that workers be informed of the hazards associated with the materials they handle. Workers must be trained in safe handling of hazardous materials, use of emergency response equipment, and building emergency response plans and procedures. Containers must be labeled appropriately, and material safety data sheets must be available in the workplace.

Hazardous Materials Transportation Act

The USDOT has developed regulations in Titles 10 and 49 of the CFR pertaining to the transport of hazardous substances and hazardous wastes. The Hazardous Materials Transportation Act is administered by the Research and Special Programs Administration of the USDOT. The act provides the USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property that is inherent in the commercial transportation of hazardous materials. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or who is involved in any way with the manufacture or testing of hazardous materials packaging or containers.

Federal Insecticide, Fungicide, and Rodenticide Act

Pesticides are regulated under the Federal Insecticide, Fungicide and Rodenticide Act by EPA. This includes labeling and registration of pesticides as to how they may be used. EPA delegates pesticide enforcement activities in California to the California Department of Pesticide Regulation, under Title 3 of the California Code of Regulations and the California Food and Agriculture Code. The California Department of Pesticide Regulation registers pesticides for use in California, and licenses pesticide applicators and pilots, advisors, dealers, brokers, and businesses.

STATE

Hazardous Materials Management

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety. The California Environmental Protection Agency (Cal/EPA) and the Governor's Office of Emergency Services establish rules governing the use of hazardous substances in California. Within Cal/EPA, DTSC is primarily responsible for regulating the generation, transport, and disposal of hazardous substances under the authority of the Hazardous Waste Control Law; enforcement is delegated to local jurisdictions. Regulations implementing the Hazardous Waste Control Law list hazardous chemicals and common substances that may be hazardous; establish criteria for identifying, packaging, and labeling hazardous substances; prescribe hazardous-substances management; establish permit requirements for treatment, storage, disposal, and transportation of hazardous substances; and identify hazardous substances prohibited from landfills. These regulations apply to the protection of human health and the environment during construction.

State regulations applicable to hazardous materials are contained primarily in Title 22 of the California Code of Regulations (CCR). CCR Title 26 is a compilation of those CCR chapters or titles that are applicable to hazardous materials management. California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) standards are presented in CCR Title 8; these standards are more stringent than federal OSHA regulations and address workplace regulations involving the use, storage, and disposal of hazardous materials.

California Hazardous Materials Release Response Plans and Inventory Law of 1985

This law requires preparation of hazardous materials business plans and disclosure of hazardous materials inventories. Such plans must include an inventory of hazardous materials handled, as well as facility floor plans showing where hazardous materials are stored, an emergency response plan, and emergency response procedures that provide for employee training (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). The business plan program is administered by the California Emergency Management Agency.

Cal/OSHA Worker Safety Requirements

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations for the use of hazardous materials in the workplace (CCR Title 8) require safety training, available safety equipment, accident and illness prevention programs, hazardous-substance exposure warnings, and preparation of emergency action and fire prevention plans. Cal/OSHA enforces regulations on hazard communication programs and mandates specific training and information requirements. These requirements include procedures for identifying and labeling hazardous substances, providing hazard information about hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous-waste sites. Employers must make material safety data sheets available to employees and document employee information and training programs.

California Accidental Release Prevention Program

The goal of the California Accidental Release Prevention Program (CCR Title 19, Division 2, Chapter 4.5) is to reduce the likelihood and severity of consequences of any releases of extremely hazardous materials. Any business that handles regulated substances (chemicals that pose a major threat to public health and safety or the environment because they are highly toxic, flammable, or explosive, including ammonia, chlorine gas, hydrogen, nitric acid, and propane) must prepare a risk management plan. The risk management plan is a detailed engineering analysis of the potential accident factors present at a business and the measures that can be implemented to reduce this accident potential. The plan must provide safety information, hazard data, operating procedures, and training and maintenance requirements. The list of regulated substances is found in Article 8, Section 2770.5 of the program regulations.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including Cal/EPA, the California Highway Patrol, the California Department of Fish and Wildlife, and Regional Water Quality Control Boards (RWQCBs).

Unified Program

Cal/EPA has adopted regulations implementing the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are hazardous-waste generation and onsite treatment, underground storage tanks, aboveground storage tanks, hazardous-material release response plans and inventories, risk management and prevention programs, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency, referred to as the Certified Unified Program Agency (CUPA), which is responsible for consolidating the administration of the six program elements within its jurisdiction. The Sacramento County Environmental Management Department (EMD) is the CUPA for Sacramento County and its incorporated cities, including Elk Grove.

California Government Code Section 65962.5 (Cortese List)

The provisions of California Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the legislator who authored the law). The Cortese List is a planning document used by State and local agencies to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Section 65962.5 requires Cal/EPA to develop an updated Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies in California, such as the State Water Resources Control Board, also must provide additional release information. As of June 2017, the SOIA/annexation area is not on the Cortese list (DTSC 2017).

Asbestos Abatement

Asbestos abatement efforts must be completed in compliance with 7 CCR Section 5208, 8 CCR Section 1529, and 8 CCR Sections 341.6 through 341.14. The regulations in 7 CCR Section 5208 implement worker exposure limits, require exposure monitoring, implement compliance programs, require employee protection and hazard communication, and require employee medical surveillance and reporting. Asbestos exposure for construction work is regulated by 8 CCR Section 1529, which includes exposure limits and procedures for handling and removal. Requirements for transport and disposal are included in 8 CCR Sections 341.6 through 341.14.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, prohibits local agencies from issuing demolition or alteration permits until the applicant has demonstrated compliance with applicable regulations. If there is 100 square feet or more of asbestos-containing material, renovation or demolition of buildings containing asbestos must be conducted by a licensed contractor and the work must comply with requirements included in 8 CCR Sections 1529 and 341.6 through 341.14. Cal/OSHA must be notified 10 days before the start of construction and demolition activities. Asbestos encountered during demolition of an existing building must be transported and disposed of at an appropriate facility. The contractor and hauler of the material must file a hazardous-waste manifest that provides disposal details.

Lead and Lead-Based Paint Abatement

Regulation of lead and lead-based paint is described in 29 CFR 1926.62 and 8 CCR Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, and monitoring. Cal/OSHA's Lead in Construction Standard requires notification and a lead compliance plan with safe work practices and a detailed plan to protect workers from lead exposure.

California Education Code

Sections 17071.13, 17072.13, 17210, 17210.1, 17213.1-3, and 17268 of the California Education Code became effective January 1, 2000. Together, they establish requirements for assessments and approvals regarding toxic and hazardous materials that school districts must follow before receiving final site approval from the Department of Education and funds under the School Facilities Program. For example, the site approval package must include written determinations regarding the presence of hazardous wastes or pipelines carrying hazardous substances on the site (the adopted CEQA document is often used for these purposes). In addition, Section 17213(b) requires the local education agency to consult with the applicable air district to identify facilities within 0.25 mile of the proposed site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials, substances, or wastes and prepare written findings that either there are not such facilities, the facilities do not pose a health risk, or corrective measures will be taken (consistent PRC Section 21151.8). The code also requires that a Phase I Environmental Site Assessment (ESA) is conducted according to the American Society of Testing and Materials standards (ASTM E-1527-2000) and transmitted to DTSC. If the Phase I ESA concludes that further investigation is needed or DTSC requires it, a PEA must be completed under DTSC oversight and review.

California Fire Code

The California Fire Code (CFC) is Chapter 9 of CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policies of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- **Policy HM-4**: The handling, storage, and transport of hazardous materials shall be conducted in a manner so as not to compromise public health and safety standards.
- **Policy HM-7**: Encourage the implementation of workplace safety programs and to the best extent possible ensure that residents who live adjacent to industrial or commercial facilities are protected from accidents and the mishandling of hazardous materials.
- **Policy HM-8:** Continue the effort to prevent ground water and soil contamination.
- **Policy HM–9:** Continue the effort to prevent surface water contamination.
- **Policy HM-10:** Reduce the occurrences of hazardous material accidents and the subsequent need for incident response by developing and implementing effective prevention strategies.
- **Policy HM-11:** Protect residents and sensitive facilities from incidents which may occur during the transport of hazardous materials in the County.

City of Folsom General Plan

The following policies of the *City of Folsom General Plan* (1993) are applicable to the project:

- **Policy 41.5**: The City shall encourage the effective implementation of workplace safety regulations, and to assure that hazardous material information is available to users and employees.

- **Policy 41.9**: The City shall endeavor to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county.

Sacramento County Environmental Management Department, Hazardous Materials Division

The Hazardous Materials Division of the Sacramento County EMD is the designated CUPA for Sacramento County, including Folsom. The Sacramento County EMD has a 24-hour hazardous materials incident response team and responds to incidents involving chemical releases, as well as any other hazardous materials situations. As the CUPA, the Hazardous Materials Division is responsible for implementing six statewide environmental programs for Sacramento County:

- Underground storage of hazardous substances (underground storage tanks)
- Hazardous materials business plan requirements
- Hazardous waste generator requirements
- California Accidental Release Prevention Program
- Uniform Fire Code hazardous materials management plan
- Aboveground storage tanks (spill prevention control and countermeasures plan)

Sacramento County Emergency Operations Plan

The Sacramento County Emergency Operations Plan (EOP) establishes an Emergency Management Organization and assigns functions and tasks consistent with California's Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). It provides for the integration and coordination of planning efforts of multiple jurisdictions within Sacramento County (Sacramento County 2012).

Sacramento County Local Hazard Mitigation Plan

The Sacramento County *Local Hazard Mitigation Plan* (Sacramento County 2017), as amended, to which the City of Folsom is a signatory, includes a risk assessment of existing hazards such as severe weather, dam failure, flooding, earthquakes, wildfire, drought, health hazards, landslides, and volcanoes, and a mitigation strategy. The plan includes countywide recommended action items to reduce the economic effects and the loss of life and property.

3.8.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

The following reports and data sources document potential hazardous conditions at the project site and were reviewed for this analysis:

- available literature, including documents published by federal, State, County, and City agencies;

- review of applicable elements from the City of Folsom General Plan and County of Sacramento General Plan; and
- Phase I Environmental Site Assessment for the Folsom Corporation Yard SOIA, prepared by Apex Envirotech, Inc. (2015); see Appendix C of this EIR

Future construction and operation were evaluated against the hazardous materials information gathered from these sources to determine whether any risks to public health and safety or other conflicts could occur.

THRESHOLDS OF SIGNIFICANCE

An impact related to hazardous materials and public health is considered significant if implementation of the Folsom Corporation Yard SOIA/annexation would do any of the following:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- be located on a site that is included on a list of hazardous-materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- 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, result in a safety hazard for people residing or working in the project site;
- for a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project site;
- impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; and
- expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

ISSUES NOT DISCUSSED FURTHER

The proposed project is not within 0.25 miles of a school; therefore, implementation of the project would not affect schools and this topic is not discussed further.

Although the project site has not been identified as part of the Aerojet Superfund Site, it is in close proximity to other land used by Aerojet General Corporation in the 1960s and 1970s to open burn waste materials. As such, a Phase 1 site assessment and visual reconnaissance study was performed. This study did not reveal any findings that would indicate the presence of hazardous materials at the site. Therefore, since the site is not part of a list of hazardous materials sites nor were any hazardous material sites found within the project site, this topic is not discussed further. The SOIA/annexation area is located approximately 8 miles from the former Mather Air Force Base and is located outside the safety zones identified in the Mather Airport Comprehensive Land Use Plan. The SOIA/annexation is not located within 2 miles of a private airstrip.

Therefore, implementation of the project would not affect any public airports or private airstrips. These topics are not discussed further.

Implementation of the SOIA/annexation and a future corporation yard would not result in substantial adverse effects on existing roadways and would not interfere with an adopted emergency response plan or emergency access routes (see Section 3.11, *Transportation and Circulation*). This issue is not discussed further.

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of hazards and hazardous materials would not be affected by these options. Therefore, this is not discussed further in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Create a significant hazard to the public or environment due to upset and accident conditions

Future development of the SOIA/annexation area would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment through compliance with existing regulations. This impact would be **less than significant**.

Construction of a future corporation yard could result in impacts related to use of hazardous materials and disturbance of potentially hazardous materials. The most likely incidents involving construction-related hazardous materials are generally associated with minor spills or drips. Small fuel or oil spills are possible but would have a negligible impact on public health. All hazardous materials would be stored, handled, and disposed of according to the manufacturers' recommendations, and spills would be cleaned up in accordance with applicable regulations. Hazardous materials spills or releases, including petroleum products such as gasoline, diesel, and hydraulic fluid, regardless of quantity spilled, must be immediately reported if the spill has entered or threatens to enter a water of the State, including a stream, lake, wetland, or storm drain, or has caused injury to a person or threatens injury to public health. Immediate notification must be made to the local emergency response agency, or 911, and the Governor's Office of Emergency Services Warning Center. For non-petroleum products, additional reporting may be required if the release exceeds federal reportable quantity thresholds over a release period of 24 hours as detailed in HSC Section 25359.4 and Title 40, Section 302.4 of the CFR.

The disturbance of undocumented hazardous wastes could also result in hazards to the environment and human health. Grading and excavation activities may expose construction workers and the public to hazardous substances present in the soil or groundwater, but which may not have been anticipated based on information about existing conditions. Potential hazards to human health include ignition of flammable liquids or vapors, inhalation of toxic vapors in confined spaces such as trenches, and skin contact with contaminated soil or water.

During operation, businesses that store hazardous materials could potentially experience accidents or upset conditions that result from their routine use. These businesses are required to prepare spill prevention, containment, and countermeasures plans (pursuant to 40 CFR 112) or, for smaller quantities, a spill prevention and response plan, that identify best management practices for spill and release prevention and provide procedures and responsibilities for rapidly, effectively, and safely cleaning up and disposing of any spills or releases. Oversight is provided by the CUPA. As discussed above, the severity of potential effects varies with the activity conducted and the concentration and type of hazardous materials involved; however, most minor spills associated with vehicle maintenance would be remediated immediately pursuant to the requirements and liabilities of applicable regulations and would not pose a substantial hazard to the public or the environment. The possible adverse effects on the public or environment from these and other activities would more likely be acute (immediate, or of short-term severity) because of short-term exposure.

Future development of a corporation yard could increase the potential for unintentional upset and accident conditions, However, existing regulations effectively reduce the potential for individual projects to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required

Impact 3.8-2: Create potential human hazards from exposure to existing onsite hazardous materials

Future development of the SOIA/annexation area could expose construction workers to hazardous materials present onsite during construction activities and hazardous materials onsite could create an environmental or health hazard for later residents or occupants, if left in place. This impact would be **potentially significant**.

A preliminary review of environmental risk databases was conducted. The SOIA/annexation area was not listed on any county, State, or federal government lists as a contaminated site. There were no known contaminated municipal groundwater wells, active or inactive landfills, producing California Division of Oil and Gas petroleum wells, or registered underground storage tanks located on the proposed site. As of January 2015, the SOIA/annexation area was not on the Cortese list (APEX 2015). This analysis did not include any sampling, site-specific review, laboratory analysis, or inspection of buildings or site surfaces. Site-specific investigation for future development would be required to address hazardous materials conditions.

As described previously, the project site is located close to the Aerojet Superfund Project, as well as Area 41. While the project site is not believed to be within either of these sites, there is potential for contamination from these, or other sites to be present onsite. In addition, construction activities that disturb subsurface materials could encounter previously unidentified contamination from past practices or placement of undocumented fill or even unauthorized disposal of hazardous wastes. Encountering these hazardous materials could expose workers, the public or the environment to adverse effects depending on the volume, materials involved, and concentrations.

If contaminated soils and/or groundwater (i.e., identifiable by soil staining or odors) are encountered during construction activities, work would cease until appropriate worker health and safety precautions, as specified by CCR Title (Section 5194) promulgated by Cal/OSHA, are implemented. A qualified hazardous materials specialist would be notified for an evaluation and the appropriate regulatory agency would be contacted. If deemed necessary by the appropriate agency, remediation would be undertaken in accordance with existing federal, State, and local regulations/requirements and guideline established for the treatment of hazardous substances. Work would cease in the contaminated area until the nature and extent of contamination have been established, and proper disposal or remediation has occurred. Any contaminated soils and/or groundwater encountered during construction would require proper disposal. This would likely require removal from the site and transportation to an EPA-approved disposal facility by a USDOT-certified hazardous waste transporter. The designation of encountered contamination would be based on the chemicals present and chemical concentrations detected through laboratory analysis. Based on the analytical results, appropriate disposal of the material in accordance with EPA, DTSC, and RWQCB guidelines would be implemented.

To address the potential for documented and undocumented hazards on a site, the American Society for Testing and Materials has developed widely accepted practice standards for the preliminary evaluation of site hazards (E-1527-05). Phase I ESAs include a site visit to determine current conditions; an evaluation of possible risks posed by neighboring properties; interviews with persons knowledgeable about the site's history; an examination of local planning files to check prior land uses and permits granted; file searches with appropriate agencies having oversight authority relative to water quality and/or soil contamination; examination of historic aerial photography of the site and adjacent properties; a review of current topographic maps to determine drainage patterns; and an examination of chain-of-title for environmental lines and/or activity and land use limitations. A Phase 1 ESA was published in January 2015. While the Phase 1 ESA did not

find any evidence of onsite contamination, it revealed possible evidence of RECs close to the project site. Apex recommended performing a site investigation to collect soil and/or groundwater samples to determine if hazardous materials associated with the Aerojet Superfund Project are present in the SOIA/annexation area.

If a Phase I ESA indicates the presence, or potential presence of contamination, a site-specific Phase II ESA is generally conducted to test soil and/or groundwater. Based on the outcome of a Phase II ESA, remediation of contaminated sites under federal and State regulations may be required prior to development. Because it cannot be assumed these practices would occur, the impacts related to development of a future corporation yard are considered **potentially significant**.

Mitigation Measure 3.8-2a: Prepare environmental site assessments.

Prior to any earth-moving activities, the City of Folsom will conduct a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented prior to ground disturbance.

Mitigation Measure 3.8-2b: Prepare a hazardous materials contingency plan for construction activities.

The City of Folsom will prepare and submit a hazardous materials contingency plan to Sacramento County EMD. The plan will describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan will identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.

The plan will include the provision that, if at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the City will immediately halt construction and contact Sacramento County EMD. Work will not recommence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of Sacramento County EMD, RWQCB, and DTSC (as applicable). The plan, and obligations to abide by and implement the plan, will be incorporated into the construction and contract specifications of the project.

Significance after Mitigation

With enforcement Mitigation Measure 3.8-2a and 3.8-2b and adherence to existing hazardous materials regulations, impacts from any existing hazardous materials would be minimized. Preparation of, and compliance with, a Phase II ESA would avoid adverse impacts associated with the construction of a future corporation yard. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment. Mitigation Measure 3.8-2b would establish a hazardous materials contingency plan to address potential soil and groundwater contamination, if discovered during construction activities. This impact would be reduced to a **less-than-significant** level.

Impact 3.8-3: Create a significant risk from wildfires

Future development of the SOIA/annexation area would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be **less than significant**.

The SOIA/annexation area is currently grassland and surrounded by grassland. The nearby SVRA hosts off-highway vehicle recreation which could ignite a wildland fire as a result of sparks from OHVs, four-wheel-drive vehicles, and off-highway motorcycles, which then could spread to adjacent areas. In addition, activities taking place at Aerojet Rocketdyne north of White Rock Road could accidentally ignite a fire that could spread to the project site.

The SOIA/annexation area is within a State or federal response area where fire protection is provided by the nearby Sacramento Metropolitan Fire District. In the event of a nearby grass fire or a fire within pastureland that adjacent to the SOIA/annexation area, Sacramento Metropolitan Fire District would respond. CAL FIRE

has designated this area as a non–very high fire hazard severity zone (CAL FIRE 2008), which is defined as an area not prone to intense, damaging wildfires.

A future corporation yard would be designed appropriate to minimize the threat of fire. New construction is subject to the CFC, which includes safety measures to minimize the threat of fire. Title 14 of the CCR sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. Therefore, development within the SOIA/annexation area would not be exposed to significant risks of wildfire. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required

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3.9 HYDROLOGY AND WATER QUALITY

This section describes the existing hydrologic and water quality setting for the project site, including climate, hydrology, groundwater, flooding, and water quality. Applicable regulations and policies regarding hydrology and water quality are discussed, and impacts that may result from project implementation are identified. Mitigation measures are recommended to reduce potential impacts, where appropriate. Water supply and its relationship with groundwater is addressed in Section 3.12, *Utilities and Service Systems*.

A comment letter was received in response to the notice of preparation from the Central Valley Regional Water Quality Control Board (CVRWQCB) in regards to routine information CVRWQCB needs to see in an environmental analysis.

3.9.1 Environmental Setting

HYDROLOGY AND DRAINAGE

Regional Hydrology

The Sacramento River Basin encompasses approximately 26,500 square miles and is bounded by the Sierra Nevada Mountains to the east, the Coast Ranges to the west, the Cascade Ranch and Trinity Mountains to the north, and the Delta Central Sierra area to the south. The American River watershed, which encompasses the project site, is a subbasin of the Sacramento River watershed (Exhibit 3.9-1). The American River originates in the Tahoe and Eldorado National Forests and flows into Folsom Lake reservoir, which holds approximately 1 million-acre feet of water (Sacramento County 2010).

Local Hydrology

Topography on the site is gently sloping, and the only surface water feature within the site is a minor drainage swale. The project site is within the Buffalo Creek Watershed, which is a tributary to the larger American River watershed described above.

Stormwater Drainage

The Sacramento Regional County Sanitation District transmits, treats, and disposes or reuses the wastewater, including stormwater, generated in the City of Folsom. The wastewater collected is transported to the Sacramento Regional Wastewater Treatment Plant (SRWTP) in Elk Grove. This plant serves the entire Sacramento metropolitan area including the unincorporated county areas adjacent to the Cities of Sacramento, Citrus Heights, Elk Grove, Rancho Cordova, and the City of Folsom.

Flood Conditions

The Federal Emergency Management Agency (FEMA) oversees federal floodplain management policies and runs the National Flood Insurance Program (NFIP) adopted under the National Flood Insurance Act of 1968. FEMA prepares Flood Insurance Rate Maps (FIRMs) that delineate the regulatory floodplain to assist local governments with land use planning and floodplain management decisions to meet the requirements of the NFIP. Floodplains are divided into flood hazard areas, which are areas designated according to their potential for flooding, as delineated on FIRMs. Special Flood Hazard Areas (SFHAs) are the areas identified as having a 1 percent chance of flooding in a given year (otherwise known as the 100-year flood). The project site is not within a SFHA (100-year flood plain) or a 200-year flood plain (Exhibit 3.9-2).

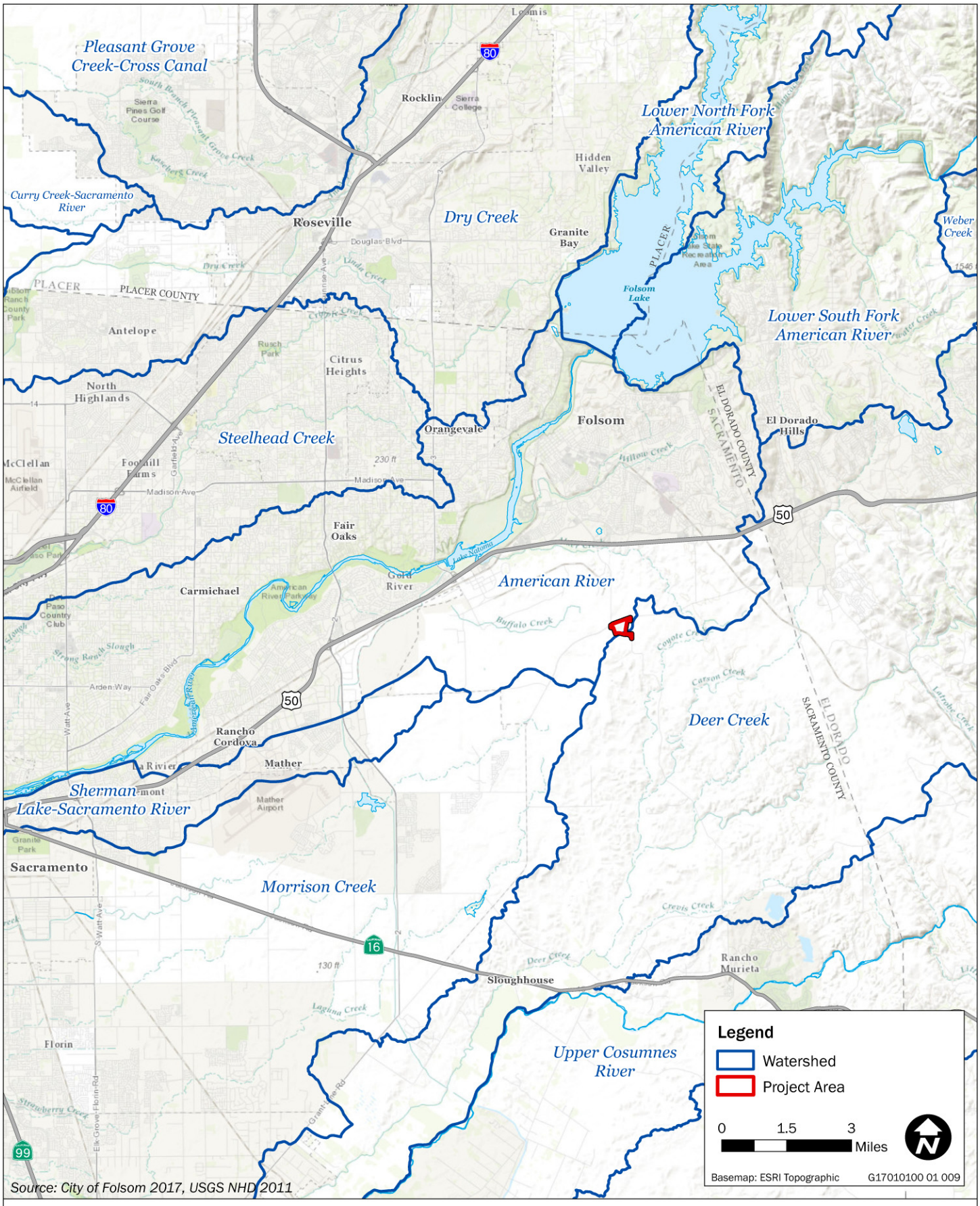


Exhibit 3.9-1 **Watershed Map**

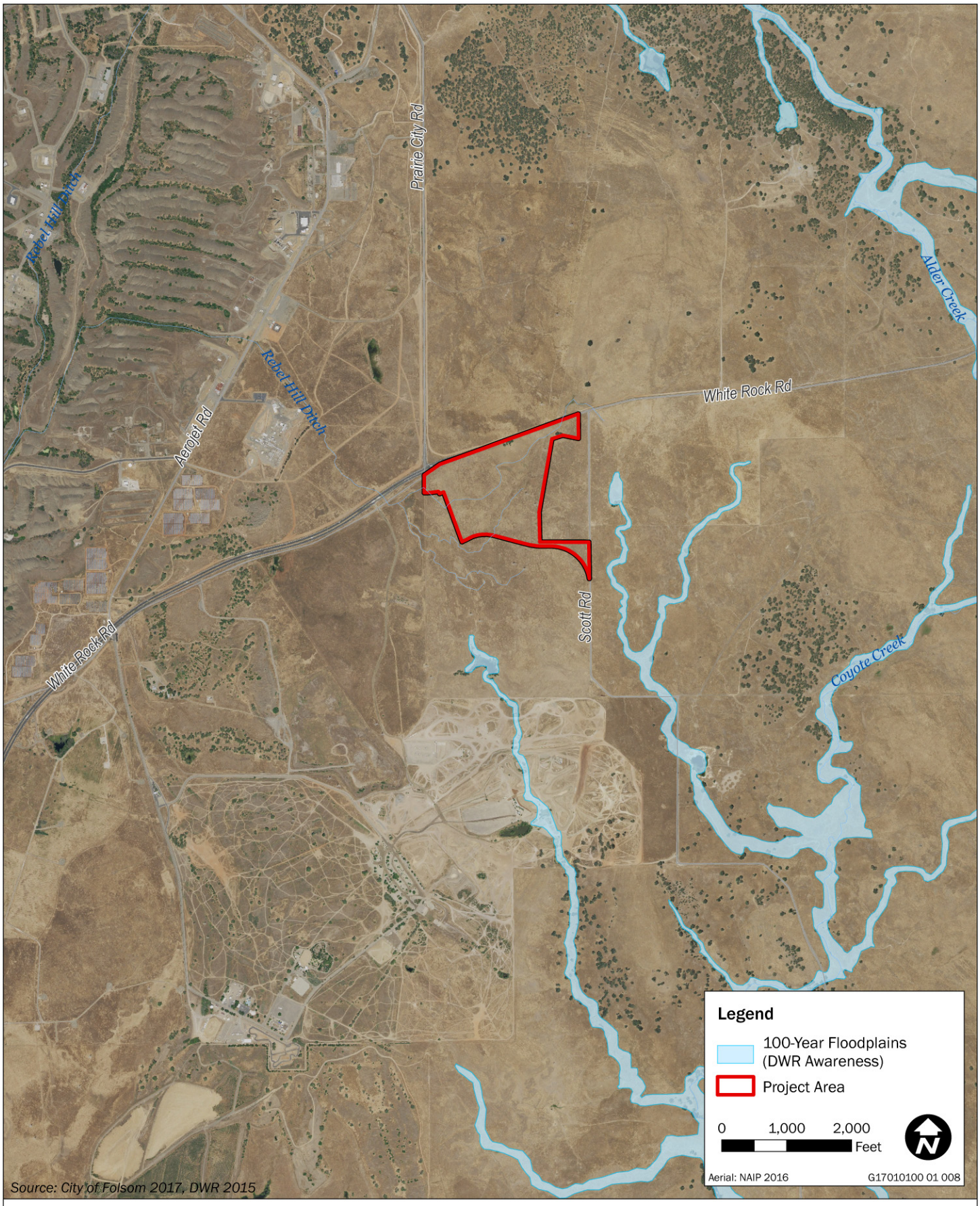


Exhibit 3.9-2 **Floodplain Map**

Dam Failure

Dam failure is caused by various impacts to the structure, including earthquake, erosion, structural failure, or foundation leakage. The American River Flood Control System consists of Folsom Dam, Nimbus Dam, an auxiliary dam at Mormon Island, auxiliary spillway, eight earth-filled dikes, and 4 miles of levees along the north bank of the American River from Howe Avenue to Arden Way (Sacramento County 2010). Failure of Folsom Dam (including the earth-filled dikes) could affect the City of Folsom and the surrounding unincorporated area. However, the project site is not within the inundation area for Folsom Dam (Sacramento County 2016).

Groundwater Hydrology

The project site is located within the Sacramento Valley Groundwater Basin, South American Subbasin, which covers approximately 248,000 acres (388 square miles). The subbasin is bounded by the Sierra Nevada to the east, Sacramento River to the west, American River to the north, and the Cosumnes and Mokelumne Rivers to the south (DWR 2004). Most of the South American Subbasin is located within the Central Sacramento County Groundwater Basin (Central Basin). Intensive use of groundwater over the past 60 years has resulted in lower groundwater elevations in the Central Basin. Over time, isolated groundwater depressions have grown and coalesced into a single cone of depression that is centered in the southwestern portion of the Central Basin, approximately 17 miles southwest of the project site. The Central Sacramento County Groundwater Forum determined the long-term average annual sustainable yield of groundwater from the Central Basin to be 273,000 acre-feet per year (SCGA 2006).

WATER QUALITY

Surface Water Quality

Water quality conditions in surface waters are affected by conditions in the watersheds, including weather and temperature, groundwater inputs, atmospheric deposition, animal wastes, urban contaminants and emissions, seasonal rainwater runoff and climatic patterns (e.g., droughts). The principal sources of potential contaminant discharges to surface waters in the surrounding area are associated with human-related activities and include urban stormwater runoff, agricultural runoff, and municipal wastewater treatment plant discharges. Buffalo Creek does not have any beneficial uses attributed to it in the Basin Plan; therefore, it is regulated for the existing designated uses for its receiving waters, which is the American River. The segment of the American River that is a receiving water for Buffalo Creek is on the 303(d) list for mercury and unknown toxicity (CVRWQCB 2012).

Groundwater Quality

Groundwater quality can be affected by many things, but the chief controls on the characteristics of groundwater quality are the source and chemical composition of recharge water, properties of the host sediment, and history of discharge or leakage of pollutants. The project site was formerly owned by Aerojet General Corporation, and several sub areas of the Aerojet Superfund Project with plumes of contaminated groundwater surround the project site.

3.9.2 Regulatory Framework

FEDERAL

Clean Water Act

The U.S. Environmental Protection Agency (EPA) is the lead federal agency responsible for water quality management. The Clean Water Act (CWA) is the primary federal law that governs and authorizes water quality control activities by EPA as well as the states. Various elements of the CWA address water quality. These are discussed below.

CWA Water Quality Criteria/Standards

Pursuant to federal law, EPA has published water quality regulations under Title 40 of the Code of Federal Regulations (CFR). Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the act, water quality standards consist of designated beneficial uses of the water body in question and criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. As described in the discussion of state regulations below, the State Water Resources Control Board (SWRCB) and its nine regional water quality control boards (RWQCBs) have designated authority in California to identify beneficial uses and adopt applicable water quality objectives.

CWA Section 303(d) Impaired Waters List

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that do not attain water quality objectives after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires that the state develop a total maximum daily load (TMDL) for each of the listed pollutants. The TMDL is the amount of the pollutant that the water body can receive and still comply with water quality objectives. The TMDL is also a plan to reduce loading of a specific pollutant from various sources to achieve compliance with water quality objectives. In California, implementation of TMDLs is achieved through water quality control plans, known as Basin Plans, of the State RWQCBs. See State Plans, Policies, Regulations, and Laws, below.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint source stormwater runoff. Each NPDES permit identifies limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits.

"Nonpoint source" pollution originates over a wide area rather than from a definable point. Nonpoint source pollution often enters receiving water in the form of surface runoff and is not conveyed by way of pipelines or discrete conveyances. Two types of nonpoint source discharges are controlled by the NPDES program: discharges caused by general construction activities and the general quality of stormwater in municipal stormwater systems. The goal of the NPDES nonpoint source regulations is to improve the quality of stormwater discharged to receiving waters to the maximum extent practicable. The RWQCBs in California are responsible for implementing the NPDES permit system (see the discussion of State Plans, Policies, Regulations, and Laws section below).

National Toxics Rule and California Toxics Rule

In 1992, EPA issued the National Toxics Rule (NTR) (40 CFR 131.36) under the CWA to establish numeric criteria for priority toxic pollutants in 14 states and jurisdictions, including California, to protect human health and aquatic life. The NTR established water quality standards for 42 pollutants for which water quality criteria exist under CWA Section 304(a) but for which the respective states had not adopted adequate numeric criteria. EPA issued the California Toxics Rule (CTR) in May 2000. The CTR establishes numeric water quality criteria for 130 priority pollutants for which EPA has issued Section 304(a) numeric criteria that were not included in the NTR.

National Flood Insurance Act

The Federal Emergency Management Agency (FEMA) is tasked with responding to, planning for, recovering from and mitigating against disasters. The Federal Insurance and Mitigation Administration within FEMA is responsible for administering the National Flood Insurance Program (NFIP) and administering programs that aid with mitigating future damages from natural hazards.

FEMA prepares Flood Insurance Rate Maps (FIRMs) that delineate the regulatory floodplain to assist local governments with the land use planning and floodplain management decisions needed to meet the requirements of NFIP. Floodplains are divided into flood hazard areas, which are areas designated per their potential for flooding, as delineated on FIRMs. Special Flood Hazard Areas are the areas identified as having a one percent chance of flooding in each year (otherwise known as the 100-year flood). In general, the NFIP mandates that development is not to proceed within the regulatory 100-year floodplain, if the development is expected to increase flood elevation by 1 foot or more.

STATE

California Porter-Cologne Act

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Board and each of the nine RWQCBs power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the Clean Water Act. The applicable RWQCB for the project is the Central Valley RWQCB. The State Water Board and the Central Valley RWQCB have the authority and responsibility to adopt plans and policies, regulate discharges to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substances, sewage, or oil or petroleum products.

Under the Porter-Cologne Act, each RWQCB must formulate and adopt a water quality control plan (known as a "Basin Plan") for its region. The Basin Plan for the Central Valley Region includes a comprehensive list of waterbodies within the region and detailed language about the components of applicable Water Quality Objectives (WQOs). The Basin Plan recognizes natural water quality, existing and potential beneficial uses, and water quality problems associated with human activities throughout the Sacramento and San Joaquin River Basins. Through the Basin Plan, the Central Valley RWQCB executes its regulatory authority to enforce the implementation of TMDLs, and to ensure compliance with surface WQOs. The Basin Plan includes both narrative, and numerical WQOs designed to provide protection for all designated and potential beneficial uses in all its principal streams and tributaries. Applicable beneficial uses include municipal and domestic water supply, irrigation, non-contact and contact water recreation, groundwater recharge, fresh water replenishment, hydroelectric power generation, and preservation and enhancement of wildlife, fish, and other aquatic resources.

The Central Valley RWQCB also administers the adoption of waste discharge requirements (WDRs), manages groundwater quality, and adopts projects within its boundaries under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit).

NPDES Construction General Permit for Stormwater Discharges Associated with Construction Activity

The State Water Board adopted the statewide NPDES General Permit in August 1999. The state requires that projects disturbing more than one acre of land during construction file a Notice of Intent with the RWQCB to be covered under this permit. Construction activities subject to the General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non stormwater discharges to storm sewer systems and other waters. A stormwater pollution prevention plan (SWPPP) must be developed and implemented for each site covered by the permit. The SWPPP must include best management plans (BMPs) designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control.

NPDES Stormwater Permit for Discharges from Small Municipal Separate Storm Sewer Systems

The Municipal Stormwater Permitting Program regulates stormwater discharges from municipal separate storm sewer systems (MS4s). Stormwater is runoff from rain or snow melt that runs off surfaces such as rooftops, paved streets, highways or parking lots and can carry with it pollutants such as oil, pesticides,

herbicides, sediment, trash, bacteria and metals. The runoff can then drain directly into a local stream, lake or bay. Often, the runoff drains into storm drains which eventually drain untreated into a local waterbody.

Sacramento County and the Cities of Sacramento, Galt, Rancho Cordova, Elk Grove, Folsom, and Citrus Heights are co-permittees under a single NPDES Municipal Stormwater Permit for stormwater discharges to their separate municipal storm sewer systems (Central Valley RWQCB Order No. R5-2015-0023, NPDES No. CAS082597). This stormwater discharge NPDES permit is renewed every 5 years, most recently in April 2015. The six jurisdictions formed the Sacramento Stormwater Quality Partnership to cooperatively implement a Stormwater Quality Improvement Plan (SQIP) which was last updated in 2009 (2009 SQIP) (Sacramento Stormwater Quality Partnership 2009). The stormwater discharge NPDES permit requires ground disturbing projects and activities to implement BMPs that avoid or reduce stormwater runoff, soil erosion, and the discharge of pollutants to surface waters to the "maximum extent practicable," which is the performance standard specified in the CWA Section 402(p).

The 2009 SQIP describes the cooperatively implemented stormwater management actions of the Sacramento Stormwater Quality Partnership, as well as the individual stormwater agency programs. Sacramento Stormwater Quality Partnership agencies implement construction site management program BMPs that avoid or minimize the amount of erosion, pollutant discharges, and urban runoff and offsite sedimentation resulting from individual development-project construction sites, which helps protect the water quality. Construction management is typically accomplished by each NPDES permittee through code enforcement at the planning and design review stages, ensuring project construction site compliance with the SWRCB's statewide NPDES Construction General Permit, and local enforcement of construction activities.

Stormwater quality design standards were first developed by the Sacramento Stormwater Quality Partnership in 2007, and most recently updated in 2017 "Stormwater Quality Design Manual" (Sacramento Stormwater Quality Partnership 2017), which addresses stormwater runoff system hydrology and water quality design requirements for development and significant redevelopment projects.

Pursuant to their stormwater discharge NPDES permit, the Sacramento Stormwater Quality Partnership also developed a Hydromodification Management Plan in 2011 and updated the Hydromodification Management Plan in February 2013, which will be integrated into each NPDES permittee's development standards following approval by the Central Valley RWQCB. Hydromodification is defined in the NPDES permit as the "change in the natural watershed hydrologic processes and stormwater runoff characteristics (i.e., interception, infiltration, overland flow, interflow, and groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport." In terms of the regulatory responsibility of the NPDES permit, hydromodification is primarily concerned with the increases in the magnitude, frequency, volume, and duration of stormwater runoff as a result of urban development that typically increases the amount of impervious surfaces that prevent infiltration of rainfall into the soil and increases amounts of stormwater runoff. The Hydromodification Management Plan outlines stormwater facility design approaches to minimize the changes in stormwater runoff, which in turn better protects receiving streams from increased potential for erosion and other adverse impacts.

California Water Code

The California Water Code is enforced by the California Department of Water Resources (DWR). The mission of DWR is "to manage the water resources of California in cooperation with other agencies, to benefit the State's people, and to protect, restore, and enhance the natural and human environments." DWR is responsible for promoting California's general welfare by ensuring beneficial water use and development statewide.

Groundwater Management

Groundwater Management is outlined in the California Water Code, Division 6, Part 2.75, Chapters 1-5, Sections 10750 through 10755.4. The Groundwater Management Act was first introduced in 1992 as Assembly Bill (AB) 3030, and has since been modified by Senate Bill (SB) 1938 in 2002, AB 359 in 2011, and the Sustainable Groundwater Management Act (SB 1168, SB 1319, and AB 1739) in 2014. The intent

of the Acts is to encourage local agencies to work cooperatively to manage groundwater resources within their jurisdictions and to provide a methodology for developing a Groundwater Management Plan.

The Sustainable Groundwater Management Act of 2014 (SGMA) became law on January 1, 2015, and applies to all groundwater basins in the state (Water Code Section 10720.3). By enacting the SGMA, the legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdiction (Water Code Section 10720.1).

Pursuant to the SGMA, any local agency that has water supply, water management, or land use responsibilities within a groundwater basin may elect to be a "groundwater sustainability agency" for that basin (Water Code Section 10723). The Sacramento Central Groundwater Authority has notified DWR that it has elected to become a GSA pursuant to Water Code Section 10723.8; and intends to undertake sustainable groundwater management in area roughly coincident with the Sacramento Valley Groundwater Basin, South American Subbasin.

Central Valley Flood Protection Act

The Central Valley Flood Protection Act of 2008 establishes the 200-year flood event as the minimum level of protection for urban and urbanizing areas. As part of the state's FloodSAFE program, those urban and urbanizing areas protected by flood control project levees must receive protection from the 200-year flood event level by 2025. The DWR and Central Valley Flood Protection Board (CVFPB) collaborated with local governments and planning agencies to prepare the 2012 Central Valley Flood Protection Plan (CVFPP) (DWR 2012), which the CVFPB adopted on June 29, 2012. The objective of the 2012 CVFPP is to create a system-wide approach to flood management and protection improvements for the Central Valley and San Joaquin Valley. The Central Valley Flood Protection Act calls for updates to the CVFPP every 5-years. At the time of preparation of this Draft EIR, the 2017 Update to the Central Valley Flood Protection Plan was in preparation but had not been adopted.

State Plan of Flood Control

Section 9110(f) of the California Water Code defines the SPFC as follows, "'State Plan of Flood Control' means the state and federal flood control works, lands, programs, plans, policies, conditions, and mode of maintenance and operations of the Sacramento River Flood Control Project described in Section 8350, and of flood control projects in the Sacramento River and San Joaquin River watersheds authorized pursuant to Article 2 (commencing with Section 12648) of Chapter 2 of Part 6 of Division 6 for which the board or the department has provided the assurances of nonfederal cooperation to the United States, and those facilities identified in Section 8361."

The SPFC encompasses a wide network of facilities, which range from major structures such as levees, drainage pumping plants, drop structures, dams and reservoirs, and major channel improvements, to minor components such as stream gauges, pipes, and bridges.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as the Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA is approved, the site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Central Sacramento County Groundwater Management Plan

The Central Sacramento County Groundwater Management Plan (CSCGMP) represents an established framework for maintaining sustainable groundwater resources for the various users overlying the basin in Sacramento County between the American and Cosumnes Rivers (SCGA 2006). It includes specific goals, objectives, and an action plan to provide a "road map" for the governance body as the steps necessary to manage the basin are taken in coordination with various stakeholders. The CSCGMP is intended to be adaptive to changing conditions within the groundwater basin and is updated and refined as needed to

reflect progress made in achieving the CSCGMP's objectives. A goal of the CSCGMP is to ensure a viable groundwater resource for beneficial uses, including water for purveyors, agricultural, agricultural residential, industrial, and municipal supplies while maintaining and enhancing flows in the Cosumnes River. It is used as a tool to help ensure a long-term reliable water supply for rural domestic, agricultural, urban, business/industrial, environmental, and development uses in the region. The California Water Code requires that a groundwater management plan contain numerous technical provisions, which are briefly summarized as follows:

- An inventory of water supplies and a description of water uses within a given region. This information is summarized in a water balance showing overall water demands and available water supplies.
- Basin Management Objectives that are designed to protect and enhance the groundwater basin.
- Monitoring and management programs that ensure the Basin Management Objectives are being met.
- Description of stakeholder involvement and public information plan and programs for the groundwater basin.

The Water Forum estimated that the long-term average annual sustainable yield of the Central Basin was 273,000 afy, while extractions were estimated at 250,000 afy. The CSCGMP identifies provisions to maintain groundwater pumping levels within the sustainable yield, including reducing demand, conjunctive use, and aquifer storage and recovery projects.

Sacramento Central Groundwater Authority Alternative Submittal

SGMA established a process for local agencies (LAFCo is not subject to this process) to develop an Alternative submittal in lieu of a groundwater sustainability plan, if the Alternative satisfies the objectives of SGMA via a similar level of groundwater management through the agencies' existing groundwater management plan, and/or by providing sufficient factual evidence demonstrating the subbasin has operated within its locally established sustainable yield for at least 10 years. According to the groundwater sustainability plan regulations, Alternatives will be evaluated by the same criteria that will be used to assess groundwater sustainability plans.

The Sacramento Central Groundwater Authority prepared and submitted a final draft of the Alternative Submittal to DWR on December 14, 2016. The Alternative Submittal provides a similar level of detail as required in a groundwater sustainability plan and shows groundwater management would continue to occur consistent with the existing CSCGMP. The Alternative Submittal demonstrates subbasin operations between 2005 to 2015 did not exceed the sustainable yield conditions set forth by the Water Forum Agreement of 273,000 afy. If approved, the 273,000 afy sustainable yield set forth by the Water Forum Agreement will be incorporated into the Alternative Submittal and will be the base year for measuring the long-term sustainability of groundwater in the subbasin. DWR's timetable for approval and adoption of the Alternative submittal is not known at this time.

Sacramento LAFCO Policies, Standards, and Procedures

The following Sacramento LAFCo policies, standards, and procedures relate to hydrology and water quality.

Chapter IV, General Standard

Section F. Application of the California Environmental Quality Act to Changes of Organization or Reorganization and Spheres of Influence.

- **Standard F.4.** In preparing an Initial Study for the project subject to LAFCo review, the LAFCo will generally consider the project to have the potential to significantly affect the environment if one or more of the following situations exists:

- If buildout of the project may result in the capacity of any public service or facility being exceeded or substantially affected. For the purposes of this provision, public facilities or services include, but are not limited to: sewage disposal, water service, flood control facilities, drainage facilities, law enforcement, fire protection, school, parks, libraries, gas and electric service, and solid waste disposal. A public service or facility shall be considered "substantially affected" if the additional demand generated by the project would result in the facility or service exceeding 110 percent of its design capacity, or 120 percent of the available capacity.

- If the project has substantial growth-inducing potential because it would result in:

  - providing or requiring flood control or other public facility which will protect the public safety so as to permit new development in an area substantially larger than the proposed project;

Sacramento County General Plan

The following policies of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

Conservation Element

- **Policy CO-7**: Support the Water Forum Agreement Groundwater Management Element. Prior to approving any new development water supply plan shall be approved that demonstrates consistency with an adopted groundwater management plan.

- **Policy CO-8**: Applicants proposing developments in areas with significant groundwater recharge characteristics shall evaluate the impact of said development on groundwater recharge and quality. This evaluation should recognize criteria defined in any broader County-wide determination and/or evaluation of groundwater recharge areas.

- **Policy CO-24**: Comply with the Sacramento Areawide NPDES Municipal Permit or subsequent permits, issued by the Central Valley Regional Water Quality Control Board (Regional Board) to the County, and the Cities of Sacramento, Elk Grove, Citrus Heights, Folsom, Rancho Cordova, and Galt (collectively known as the Sacramento Stormwater Quality Partnership [SSQP]).

- **Policy CO-26:** Protect areas susceptible to erosion, natural water bodies, and natural drainage systems.

- **Policy CO-27**: Support surface water quality monitoring programs that identify and address causes of water quality degradation.

- **Policy CO-28:** Comply with other water quality regulations and NPDES permits as they apply to County projects or activities, such as the State's Construction General Permit and Aquatic Pesticides Permit.

- **Policy CO-30:** Require development projects to comply with the County's stormwater development/design standards, including hydromodification management and low impact development standards, established pursuant to the NPDES Municipal Permit.

- **Policy CO-31:** Require property owners to maintain all required stormwater measures to ensure proper performance for the life of the project.

Safety Element

- **Policy SA-8:** Maintain the structural and operational integrity of essential public facilities during flooding.

- **Policy SA-13:** Where new upstream development in Sacramento County will increase or potentially impact runoff onto parcels downstream in a neighboring jurisdiction, such as the City of Sacramento, Sacramento County will coordinate with the appropriate neighboring jurisdiction to mitigate such impacts.

- **Policy SA-14:** The County shall require, when deemed to be physically or ecologically necessary, all new urban development and redevelopment projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing Comprehensive Drainage Plans.

- **Policy SA-15:** The County shall regulate, through zoning and other ordinances, land use and development in all areas subject to potential flooding and prohibit urban uses on unprotected flood land.

City of Folsom General Plan

The following policies of the City of Folsom General Plan (1993) are applicable to the project:

Conservation

- **Policy 25.1:** The surface and groundwater quality of Folsom shall not be degraded from City standards.

- **Policy 28.2:** The quality and quantity of surface water runoff from a property shall not exceed existing flows or existing quality or shall comply with City standards for offsite drainage. The City shall implement a surface-runoff water quality monitoring program to insure compliance with City standards.

3.9.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

Evaluation of potential hydrologic and water quality impacts is based on a review of existing documents and studies that address water resources near the project. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify potential environmental effects, based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that the project would comply with relevant federal, state, and local laws, ordinances, and regulations.

THRESHOLDS OF SIGNIFICANCE

An impact on hydrology or water quality is considered significant if implementation of the project would do any of the following:

- violate any water-quality standards or waste-discharge requirements;

- substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table;

- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- site or off site;

- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site;

- create or contribute runoff water that would exceed the capacity of existing or planned stormwater-drainage systems or provide substantial additional sources of polluted runoff;

- otherwise substantially degrade water quality;
- place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map;
- place within a 100-year flood hazard area structures that would impede or redirect flood flows; or
- expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow.

ISSUES NOT DISCUSSED FURTHER

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of hydrology and water quality would not be affected by these options. Therefore, this is not discussed further in this section.

Although detailed plans for stormwater facilities have not been developed, it is anticipated that a pipeline collection system would convey storm runoff to a hydro-modification/detention basin located near the southwest corner of the project site. The hydro-modification/detention basin would provide water quality treatment and hydro-modification for storm runoff up to the 10-year 24-hour storm and detention up to the 100-year 24-hour storm. The hydro-modification/detention basin would discharge through a culvert into an existing water course at the project boundary (MacKay & Somps 2017). The discharge would be limited to pre-development conditions, and drainage improvements would be limited to onsite improvements. The development of the project site (including drainage improvements) is addressed in the technical sections of this EIR.

The project site is not within a SFHA, which are the areas identified as having a 1 percent chance of flooding in a given year (otherwise known as the 100-year flood). In addition, the project site is not within a 200-year flood plain or a dam inundation zone, as discussed above. Furthermore, although the project would allow for the future use of the site as a corporation yard, the project does not include any housing. Therefore, the project would have no impact related to flood hazards and this issue is not evaluated further.

Because of the distance from the nearest open waterbody, the Pacific Ocean (more than 100 miles west of the project site), the project would not be affected by inundation as a result of a tsunami. In addition, the project site is relatively flat, with no steep areas that would have the potential to generate mudflows during operation. Folsom Reservoir could be subject to a seiche; however, the reservoir is more than 5.5 miles from the site. Therefore, there would be no impact related to tsunami, seiche, or mudflow and these issues are not addressed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Short-term construction-related and operational water quality degradation

Development of the project site as a future corporation yard could result in water quality degradation from construction activities, as well as from operational sources of water pollutants. This impact would be **potentially significant**.

Storm drainage within the project site occurs naturally via ditches. While the project itself would not include any development or construction that would affect water quality or waste discharge requirements, approval of the SOIA/annexation area would remove barriers for the project site to be developed as corporation yard in the future. Construction and operation of such development could result in activities with the potential to degrade water quality.

Project construction activities may involve ground-disturbance, trenching, facility construction, and vegetation removal. These activities would create the potential for soil erosion and sedimentation of stormwater drainage systems, both within and downstream of the project site. The construction process may also result in accidental release of other pollutants to surface waters, including oil and gas, chemical substances used during construction, waste concrete, and wash water. Many construction-related waste products have the potential to degrade existing water quality by altering the dissolved-oxygen content, temperature, pH, suspended-sediment and turbidity levels, or nutrient content, or by causing toxic effects in the aquatic environment.

The Section 402 NPDES Construction General permits require project proponents to incorporate general site design control measures into project design. These control measures may include conserving natural areas, protecting slopes and channels, and minimizing impervious areas. Treatment control measures may include use of vegetated swales and buffers, grass median strips, detention basins, wet ponds, or constructed wetlands, infiltration basins, and other measures. Filtration systems may be either mechanical (e.g., oil/water separators) or natural (e.g., bioswales and settlement ponds). Selection and implementation of these measures would occur on a project-by-project basis depending on project size and stormwater treatment needs. NPDES MS4 permittees (e.g., City of Folsom) are also required to develop and enforce ordinances and regulations to reduce the discharge of sediments and other pollutants in runoff, and must verify compliance. NPDES Construction General permittees are required to develop a SWPPP for each site, which include BMPs to reduce potential construction impacts. New development that would introduce 10,000 or more square feet of new impervious surfaces would be required under Provision C.3 of the NPDES program to incorporate LID strategies such as stormwater reuse, onsite infiltration, and evapotranspiration.

In addition, any future development within the project site would have to adhere to City of Folsom NDPES permit requirements and City of Folsom Municipal Code requirements related to Stormwater Management and Discharge Control (Folsom Municipal Code 8.70). Projects that disturb 1 acre or more would be required to comply with the City's NPDES Municipal Stormwater Permit for stormwater discharges (Central Valley RWQCB Order No. R5-2015-0023, NPDES No. CAS082597) prior to commencing construction activities. Permit requirements include development and implementation of a SWPPP prior to disturbing a site. The SWPPP must include a site-specific listing of the potential sources of stormwater pollution, anticipated stormwater discharge locations, BMPs for construction waste handling and disposal, and non-stormwater management, among other items.

Development within the project site would increase impervious surfaces, which could result in additional stormwater runoff. Common urban pollutants (e.g., petroleum hydrocarbons, lubricants, herbicides and pesticides, sediments, and metals [generated by the wear of automobile parts]) could be transported in runoff, washed by rainwater from rooftops and landscaped areas into onsite and local drainage networks, and potentially adversely affect the quality of receiving surface waters or groundwater. Infiltration of stormwater runoff into the soil would also likely decrease because of an increase in impermeable surfaces. As part of a future development, a stormwater drainage system would be required to collect and convey stormwater runoff from developed areas. Future stormwater drainage systems could include open channels and multi-use stormwater quality/detention facilities.

According to the 2017 "Stormwater Quality Design Manual" (Sacramento Stormwater Quality Partnership 2017), LID must be incorporated into future development projects in the City, based on the requirements of the City's NPDES stormwater permit. LID emphasizes the use of onsite natural features integrated with engineered hydrologic controls distributed throughout a watershed that promote infiltration, filtration, storage, and evaporation of runoff close to the source to manage stormwater. The City employs a full-time Stormwater Inspector to inspect construction projects for compliance with the City's stormwater regulations, conduct enforcement as necessary, and respond to incidents involving illegal discharges to the City' storm drain system or local creeks and rivers.

Typical BMPs used to meet regulatory standards include:

Construction

- Limit excavation and grading activities to the dry season (April 15 to October 15) to the extent possible to reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas.

- Cover stockpiles of loose material; diverting runoff away from exposed soil material; locating and operating sediment basin/traps to minimize the amount of offsite sediment transport and dissipate energy; and removing any trapped sediment from the basin/trap for placement at a suitable location on site, away from concentrated flows, or removal to an approved disposal site.

- Provide erosion protection on all exposed soils either by revegetation or placement of impervious surfaces after completion of grading.

- Store hazardous materials such as fuels and solvents used on the construction sites in covered containers that are protected from rainfall, runoff, and vandalism.

Operation

- Design roadway and parking lot drainage to run through grass median strips that are contoured to provide adequate storage capacity and to provide overland flow, detention, and infiltration before runoff reaches culverts or detention basins. Oil and sediment separators or absorbent filter systems may also be installed within the storm drainage system to provide filtration of stormwater before discharge to reduce the potential for water quality impacts.

- Use integrated pest management techniques (i.e., methods that minimize the use of potentially hazardous chemicals) in landscaped areas.

- Handle, store, and apply potentially hazardous chemicals in accordance with all applicable laws and regulations.

- Implement an erosion control and revegetation program designed to allow re-establishment of native vegetation on slopes in undeveloped areas as part of the long-term sediment control plan.

- Use alternative discharge options to protect sensitive fish and wildlife populations in areas where habitat for fish and other wildlife would be threatened by facility discharge.

While the above provisions would apply to future development upon annexation, there are no proposed stormwater management plans for the project to demonstrate compliance. Thus, this impact would be **potentially significant**.

Mitigation Measure 3.9-1: Development of a drainage master plan for the project site.

Prior to final design of a future corporation yard, the City of Folsom will prepare and implement a drainage master plan for the entire project site that includes the following items and shall be consistent with the 2017 "Stormwater Quality Design Manual":

- an accurate calculation of pre-project and post-development runoff scenarios, obtained using appropriate engineering methods that accurately evaluate potential changes to runoff, including increased surface runoff;

- details on onsite detention basin and drainage channel design that are consistent with the requirements of the City of Folsom and provide enough storage to accommodate peak storm events and no increase post-development flows or flood conditions off site;

- identification of design features that avoid site development from occurring in the 200-year floodplain;
- implementation of appropriate BMPs to address construction and operational stormwater quality consistent with City requirements;
- a description of any treatments necessary to protect earthen channels from erosion, and modifications that may be needed to existing underground pipe and culvert capacities;
- a description of the proposed maintenance program for the onsite drainage system; and
- a description of the project-specific standards for installing drainage systems.

Significance after Mitigation

Implementation of Mitigation Measure 3.9-1 would require that stormwater drainage master planning be prepared for the entire project site as part of future site development. This process would require compliance with City stormwater quality requirements that are tied to its NDPES permit requirements to protect surface water quality. Thus, implementation of Mitigation Measure 3.9-1 would mitigate this impact to a **less-than-significant** level.

Impact 3.9-2: Deplete groundwater supplies or interfere substantially with groundwater recharge

Future development would result in creation of impervious surfaces of sufficient area in relation to the size of the groundwater basin that could interfere with groundwater recharge. In addition, water supply for future development of the project site would not be from groundwater. Project groundwater impacts would be **less than significant**.

Water supply for future development of the within the project site would be served by the City of Folsom, and the City would not use groundwater to supply to project site. Therefore, the project would not directly deplete groundwater supplies. Water supply is discussed further in Section 3.12, *Utilities and Service Systems*.

Groundwater recharge occurs primarily through percolation of surface waters through the soil and into the groundwater basin. The addition of significant areas of impervious surfaces (e.g., roads, parking lots, buildings) can interfere with this natural groundwater recharge process. Upon full project buildout, most of the project site would be covered with impervious surfaces, which would limit the potential for groundwater percolation to occur on the project site. However, given the relatively large size of the groundwater basin in the Folsom area, the areas of impervious surfaces added as a result of project implementation would not substantially affect the recharge capabilities of the local groundwater basin.

As discussed above, onsite drainage plans would be designed to retain, capture, and convey increased runoff in accordance with the City design standards and State requirements such as Provision C.3 site control features. These standards and regulations generally require the use of LID features such as vegetated swales, permeable paving, use of landscaping for infiltration, and other measures that would retain runoff as much as possible and allow for onsite infiltration. Furthermore, the project is not anticipated to significantly affect groundwater quality because sufficient stormwater infrastructure would be constructed as part of project to detain and filter stormwater runoff and prevent long-term water quality degradation.

Thus, the potential for subsequent development projects in the project site to deplete groundwater resources or interfere with groundwater recharge would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.9-3: Alteration of drainage pattern or increase in rate or amount of surface runoff in a manner that would result in substantial erosion or siltation

Future development of the project site could lead to alteration of the drainage pattern of the site. This could result in increased stormwater runoff and an increase in susceptibility to downstream flooding and sediment issues. This would be a **potentially significant** impact.

The project site is currently vacant, undeveloped land. No change in land use, drainage, or rate of stormwater runoff would result from the SOIA/annexation. However, this analysis considers the potential effects on drainage if the project site is developed as a corporation yard for the City in the future.

As discussed above, development of the project site would increase the quantity of impervious surfaces, which could alter the drainage pattern, or increase the rate or amount of surface runoff. The increased runoff could also discharge at a greater rate, leading to higher peak flows during storm events that could increase the potential for stormwater to cause flood conditions and to transport urban pollutants.

Runoff from the project site currently drains naturally, which would likely be replaced by other stormwater infrastructure when the land is developed.

Additionally, projects would be required to comply with the City of Folsom's General Plan policy 28.2 regarding the quality and quantity of surface water runoff discharge rates (City of Folsom 1993). Further, NPDES Provision C.3 requirements include post-construction drainage control requirements that address the volume of offsite flows, which can be effective in reducing sedimentation effects on downstream receiving waters. The City is required to plan, design, and develop sites to: (1) protect areas that provide important water quality benefits necessary to main riparian and aquatic biota, and/or are particularly susceptible to erosion and sediment loss; (2) limit increases of impervious areas; (3) limit land disturbance activities such as clearing and grading, and cut-and-fill to reduce erosion and sediment loss; (4) limit disturbance of natural drainage features and vegetation; and (5) reduce erosion and, to the extent practicable, retain sediment on site during and after construction.

Although the local, State, and federal policies and regulations specified above would provide for preventative measures to limit or avoid substantial alteration of the existing drainage pattern of the project site, individual projects would have the potential to adversely affect surface runoff at a project-specific level because of the addition of impervious surfaces. This would be a **potentially significant** impact.

Mitigation Measures

Implement Mitigation Measure 3.9-1: Development of a drainage master plan for the project site.

Significance after Mitigation

Implementation of Mitigation Measure 3.9-1 would require that stormwater drainage master planning be prepared for the entire project site as part of future site development that would require compliance with City drainage and stormwater quality requirements. Thus, implementation of Mitigation Measure 3.9-1 would mitigate this impact to a **less-than-significant** level.

3.10 NOISE AND VIBRATION

This section includes a summary of applicable regulations related to noise and vibration, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational-source noise impacts associated with the Folsom Corporation Yard Sphere of Influence Amendment (SOIA) and annexation. Mitigation measures are recommended as necessary to reduce significant noise impacts. Additional data are provided in Appendix D, *Noise Measurement Data and Noise Modeling Calculations.*

Comments received on the notice of preparation regarding noise included a concern that the City be aware of nearby noise sources at Prairie City SVRA.

3.10.1 Environmental Setting

ACOUSTIC FUNDAMENTALS

Prior to discussing the noise setting for the project, background information about sound, noise, vibration, and common noise descriptors is needed to provide context and a better understanding of the technical terms referenced throughout this section.

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this large range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of dB.

Addition of Decibels

Because decibels are logarithmic units, SPLs cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness at the same time, the resulting sound level at a given distance would be 3 dB higher than if only one of the sound sources was producing sound under the same conditions. For example, if one idling truck generates an SPL of 70 dB, two trucks idling simultaneously

would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level approximately 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within this range better than sounds of the same amplitude with frequencies outside of this range. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds. Thus, noise levels are typically reported in terms of A-weighted decibels. All sound levels discussed in this section are A-weighted decibels. Table 3.10-1 describes typical A-weighted noise levels for various noise sources.

Table 3.10-1 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 miles per hour	— 80 —	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, daytime, Gas lawn mower at 100 feet	— 70 —	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	— 60 —	
Quiet urban daytime	— 50 —	Large business office, Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime	— 30 —	Library, Bedroom at night
Quiet rural nighttime	— 20 —	
	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Notes: dBA = A-weighted decibels

Source: Caltrans 2013b: Table 2-5

Human Response to Changes in Noise Levels

As discussed above, the doubling of sound energy results in a 3-dB increase in the sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives both higher and lower frequency sounds of the same magnitude with

less intensity (Caltrans 2013b:2-18). In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013b:2-10). Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2006:7-3, Caltrans 2013b:6).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2006:7-4; Caltrans 2013a:7). This is based on a reference value of 1 micro inch per second.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2006:7-8; Caltrans 2013a:27).

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur to fragile buildings. Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2006:7-5).

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations are generated by vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

Table 3.10-2 summarizes the general human response to different ground vibration-velocity levels.

Table 3.10-2 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square (RMS) velocity amplitude.

Source: FTA 2006:7-8

Common Noise Descriptors

Noise in our daily environment fluctuates over time. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this section.

Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that actually occurs during the same period (Caltrans 2013b:2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period and is the basis for noise abatement criteria used by California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA) (Caltrans 2013b:2-47; FTA 2006:2-19).

Percentile-Exceeded Sound Level (L_x): L_X represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10 percent of the time, and L_{90} is the sound level exceeded 90 percent of the time) (Caltrans 2013b:2-16).

Maximum Sound Level (L_{max}): L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013b:2-48; FTA 2006:2-16).

Day-Night Level (L_{dn}): L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB "penalty" applied to sound levels occurring during nighttime hours between 10 p.m. and 7 a.m. (Caltrans 2013b:2-48; FTA 2006:2-22).

Community Noise Equivalent Level (CNEL) or Day-Evening-Night Level (L_{den}): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013b:2-48).

Single Event [Impulsive] Noise Level (SENL): The SENL describes a receiver's cumulative noise exposure from a single impulsive noise event (e.g., an automobile passing by or an air craft flying overhead), which is defined as an acoustical event of short duration and involves a change in sound pressure above some reference value. SENLs typically represent the noise events used to calculate the L_{eq}, L_{dn}, and CNEL.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which a noise level decreases with distance depends on the following factors:

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roads and highways consist of several localized noise sources on a defined path and hence can be treated

as a line source, which approximates the effect of several point sources, thus propagating at a slower rate in comparison to a point source. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling provides additional attenuation associated with geometric spreading. Traditionally, this additional attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuate rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would hold true for point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels, as wind can carry sound. Sound levels can be increased over large distances (e.g., more than 500 feet) from the source because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also effect sound attenuation.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013b:2-41; FTA 2006:5-6, 6-25). Barriers higher than the line of sight provide increased noise reduction (FTA 2006:2-12). Vegetation between the source and receiver is rarely effective in reducing noise because it does not create a solid barrier unless there are multiple rows of vegetation (FTA 2006:2-11).

EXISTING NOISE ENVIRONMENT

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. Additional land uses such as schools, transient lodging, historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels. These land use types are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The project site is currently surrounded by agricultural, industrial, and public/utility land uses. There are no existing offsite residential receptors located near the project site; however, there are proposed single-family and multi-family residential receptors located approximately 50 feet north of the project site along White Rock Road. Exhibit 3.10-1 shows the layout of these receptors relative to the project site.

Existing Noise Sources and Ambient Levels

Transportation Noise

The predominant noise source in the project site is vehicle traffic on the surrounding roadway network (e.g., White Rock Road, Prairie City Road, Scott Road) and noise generated from off-highway vehicle activities within the Prairie City SVRA. However, the Prairie City SVRA is located south of, and adjacent to the project site approximately 3,700 feet from where noise- and vibration-sensitive land uses would be located. Thus, vehicle traffic on the surrounding roadway network is considered the predominant noise-source influencing the ambient noise environment near the proposed single-family and multi-family residential receptors located north of the project site along White Rock Road.

Existing traffic noise levels on roadway segments in the project site was modeled using calculation methods consistent with FHWA Traffic Noise Model, Version 2.5 (FHWA 2004) and using average daily traffic (ADT) volumes based on the peak-hour traffic volumes provided in the traffic analysis conducted by Fehr & Peers and summarized in Section 3.11, *Transportation and Circulation*. Table 3.10-3 summarizes the modeled existing traffic noise levels at 100 feet from the centerline of each area roadway segment, and lists distances from each roadway centerline to the 70, 65, and 60 CNEL traffic noise contours. For further details on traffic-noise modeling inputs and parameters, refer to Appendix D.

Table 3.10-3 Summary of Modeled Existing Traffic Noise Levels

Roadway Segment	CNEL at 100 feet from Roadway Centerline (dBA)	Distance (feet) from Roadway Centerline to CNEL Contour		
		70 dBA	65 dBA	60 dBA
Prairie City Road (White Rock Road to US 50 eastbound ramps)	67.1	51	162	513
White Rock Road (West of Prairie City Road to Prairie City Road)	70.2	104	328	1037
White Rock Road (Prairie City Road to Scott Road [west])	68.9	77	244	772
White Rock Road (Scott Road [west] to Scott Road [east])	69.0	79	249	788
White Rock Road (Scott Road [east] to east of Scott Road [east])	66.9	49	156	493
Scott Road (east) (White Rock Road to north of White Rock Road)	67.9	61	194	613
Scott Road (west) (White Rock Road to south of White Rock Road)	62.0	16	50	159

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibels.

All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow, and does not account for shielding of any type or finite roadway adjustments. For additional details, refer to Appendix D for detailed traffic data, and traffic-noise modeling input data and output results.

Source: Data modeled by Ascent Environmental in 2017

EXISTING NOISE SURVEY

To characterize the operation-related noise impacts of the project on the surrounding environment, long-term (24-hour continuous) and short-term ambient noise level measurements were conducted at three locations within the existing Leidesdorff Yard on December 21, 2017. The two, short-term noise measurements were taken during the mobilization of the solid waste and transit fleets which includes up to approximately 20 vehicles simultaneously the starting their engines and idling, performing pre-departure equipment and horn checks, and departing the corporation yard. These activities are the most noise intensive that occur within the existing corporation yard and take place on the weekdays during the more noise-sensitive nighttime hours (5:00 a.m. to 7 a.m.). The short-term noise measurements were taken approximately 25 feet from where these activities were occurring. The long-term noise measurement was taken near the entrance of the project site where the most active land uses (e.g., vehicle refueling station, offices, repair operations) occur.

A Larson Davis Laboratories LxT precision integrating sound level meter was used for the ambient noise level measurement surveys. The meters were calibrated before use with Larson Davis Laboratories Model CAL200 acoustical calibrators to ensure measurement accuracy. The measurement equipment meets all pertinent

specifications of the American National Standards Institute. The results of the ambient noise measurement survey are summarized in Table 3.10-4.

Table 3.10-4 Noise Measurement Summary

Measurement[1]	Start (Date/Time)	Stop (Date/Time)	A-Weighted Sound Level (dBA)					
Short-Term			L_{eq}	L_{min}	L_{max}	L_{10}	L_{50}	L_{90}
ST-1	December 21, 2017/6:00 a.m.	December 21, 2017/6:20 a.m.	68.1	59.8	79.4	71.5	62.7	60.5
ST-2	December 21, 2017/6:30 a.m.	December 21, 2017/6:55 a.m.	75.0	66.1	86.6	77.0	73.2	71.6
Long-Term			CNEL/L_{dn}	Daytime (7:00 a.m.-10:00 p.m.			Nighttime (10:00 p.m.-7:00 a.m.)	
				L_{eq}	L_{min}	L_{max}	L_{eq}	L_{min}	L_{max}
LT-1	December 21, 2017/7:00 a.m.	December 22, 2017/7:00 a.m.	63.9	56.3	40.9	85.2	52.5	37.7	86.5

See Appendix D for detailed noise measurement data.

Source: Data collected by Ascent Environmental in 2017

3.10.2 Regulatory Framework

FEDERAL

U.S. Environmental Protection Agency Office of Noise Abatement and Control

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate Federal noise control activities. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, documents and research completed by the EPA Office of Noise Abatement and Control continue to provide value in the analysis of noise effects.

Federal Transit Administration

To address the human response to ground vibration, the Federal Transit Administration (FTA) has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 3.10-5.

Table 3.10-5 Ground-Borne Vibration (GBV) Impact Criteria for General Assessment

Land Use Category	GVB Impact Levels (VdB re 1 micro-inch/second)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 [4]	65 [4]	65 [4]
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: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square (RMS) velocity amplitude.

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

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

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

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

Source: FTA 2006

STATE

California General Plan Guidelines

Though not adopted by law, the *State of California General Plan Guidelines 2003*, published by the California Governor's Office of Planning and Research (2003), provide guidance for the compatibility of projects within areas of specific noise exposure. Acceptable and unacceptable community noise exposure limits for various land use categories have been determined to help guide new land use decisions in California communities. In many local jurisdictions, these guidelines are used to derive local noise standards and guidance. Citing EPA materials and the State Sound Transmissions Control Standards, the State's general plan guidelines recommend interior and exterior noise standards of 45 and 60 A-weighted decibels (dBA) community noise equivalent level (CNEL) for residential units, respectively (OPR 2003: 253-254).

California Department of Transportation

In 2013, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Manual (Caltrans 2013a). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 3.10-6 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 3.10-6 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4-0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006-0.019	Vibration unlikely to cause damage of any type

Notes: PPV= Peak Particle Velocity; in/sec = inches per second

Source: Caltrans 2013a

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policies and standards of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

Table 3.10-7 Noise Standards for New Uses Affected by Traffic and Railroad Noise

New Land Use	Sensitive[1] Outdoor Area (L_{dn})	Sensitive[2] Interior Area (L_{dn})	Notes
All Residential	65	45	5
Transient Lodging	65	45	3, 5
Hospitals and Nursing Homes	65	45	3, 4, 5
Theaters and Auditoriums	—	35	3
Churches, Meeting Halls, Schools, Libraries, etc.	65	40	3
Office Buildings	65	45	3

Table 3.10-7 Noise Standards for New Uses Affected by Traffic and Railroad Noise

New Land Use	Sensitive[1] Outdoor Area (L_{dn})	Sensitive[2] Interior Area (L_{dn})	Notes
Commercial Buildings	–	50	[3]
Playgrounds, Parks, etc.	70	–	–
Industry	65	50	[3]

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

[1] Sensitive areas are defined in acoustic terminology section.
[2] Interior noise level standards are applied within noise-sensitive area of the various land uses, with windows and doors in the closed position.
[3] Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.
[4] Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
[5] If this use is affected by railroad noise, a maximum (L_{max}) noise level standard of 70 A-weighted decibels (dBA) shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.

Source: FTA 2006

- **Policy NOI-1:** The noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Sacramento County are shown by Table 1 [as shown in Table 3.10-7 of this Draft EIR]. Where the noise level standards of Table 1 [as shown in Table 3.10-7 of this Draft EIR] are predicted to be exceeded at new uses proposed within Sacramento County which are affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 1 [as shown in Table 3.10-7 of this Draft EIR] standards.

- **Policy NOI-5:** The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2 [as shown in Table 3.10-8 of this Draft EIR]. Where the noise level standards of Table 2 [as shown in Table 3.10-8 of this Draft EIR] are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 [as shown in Table 3.10-8 of this Draft EIR] standards within sensitive areas.

- **Policy NOI-6:** Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 2 [as shown in Table 3.10-8 of this Draft EIR] at existing noise-sensitive areas in the project vicinity.

- **Policy NOI-7:** The "last use there" shall be responsible for noise mitigation. However, if a noise-generating use is proposed adjacent to lands zoned for uses which may have sensitivity to noise, then the noise-generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 2 [as shown in Table 3.10-8 of this Draft EIR] standards at the property line of the generating use in anticipation of the future neighboring development.

Table 3.10-8 Non-Transportation Noise Standards

Receiving Land Use	Outdoor Area[2]		Interior[3]
	Daytime (L_{50}/L_{max})[1]	Nighttime (L_{50}/L_{max})[1]	Day/Nigh t(L_{50}/L_{max})[1]
All Residential	55/75	50/70	35/55
Transient Lodging[4]	55/75	–	35/55
Hospitals & Nursing Homes[5, 6]	55/75	–	35/55
Theaters & Auditoriums[6]	–	–	30/50
Churches, Meeting Halls, Schools, Libraries, etc.[6]	55/75	–	35/60
Office Buildings[6]	60/75	–	45/65

Table 3.10-8 Non-Transportation Noise Standards

Receiving Land Use	Outdoor Area[2]		Interior[3]
	Daytime (L_{50}/L_{max})[1]	Nighttime (L_{50}/L_{max})[1]	Day/Nigh t(L_{50}/L_{max})[1]
Commercial Buildings[6]	–	–	45/65
Playgrounds, Parks, etc.[6]	65/75	–	–
Industry[6]	60/80	–	50/70

Notes: L_{50}= noise level that occurs 50% of the time during measurement duration; L_{max}= the maximum instantaneous noise level

1 Standards in this table shall be reduced by 5 A-weighted decibels (dBA) for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of this table, then the noise level standards shall be increased at 5 dBA increments to encompass the ambient.
2 The primary outdoor activity area associated with any given land use at which noise-sensitivity exists and the location at which the County's exterior noise level standards are applied.
3 The primary outdoor activity area associated with any given land use at which noise-sensitivity exists and the location at which the County's exterior noise level standards are applied.
4 Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.
5 Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
6 Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
7 Where median (L_{50}) noise level data is not available for a particular noise source, average (L_{eq}) values may be substituted for the standards of this table provided the noise source in question operates for at least 30 minutes of an hour. If the source in question operates less than 30 minutes per hour, then the maximum noise level standards shown would apply.

Source: Sacramento County 2011:15

- **Policy NOI-8:** Noise associated with construction activities shall adhere to the County Code requirements. Specifically, Section 6.68.090(e) addresses construction noise within the County.

- **Policy NOI-13:** Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, emphasis shall be placed on the use of setbacks and site design to the extent feasible, prior to consideration of the use of noise barriers.

- **Policy NOI-16**: The following sources of noise shall be exempt from the provisions of this Noise Element:

    a. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and generators which are activated during power outages. The routine testing of such warning devices and equipment shall also be exempt provided such testing occurs during daytime hours.

    b. Activities associated with events for which a permit has been obtained from the County.

In addition to the policies listed above, Sacramento County has established noise standards for the significant incremental increase in traffic noise in relation to transportation projects, as shown in Table 3.10-9.

Table 3.10-9 Significant Increase in Transportation Noise

Pre-Project Noise Environment (L_{dn})	Significant Increase
Less than 60 dBA	5+ dBA
60-65 dBA	3+ dBA
Greater than 65 dBA	1.5+ dBA

Notes: dBA = A-weighted decibels; L_{dn}= day-night average noise level

Source: Sacramento County 2011:11

Sacramento County Code

Section 6.68.070 of the Sacramento County Code contains exterior noise standards for specific zoning districts (Table 3.10-10).

Table 3.10-10 Exterior Noise Standards

Noise Area	County Zoning Districts	Time Period	Exterior Noise Standard
1	RE-1, RD-1, RE-2, RD-2, RE-3, RD-3, RD-4, R-1-A, RD-5, R-2, RD-10, R-2A, RD-20, R-3, R-D-30, RD-40, RM-1, RM-2, A-1-B, AR-1, A-2, AR-2, A-5, AR-5	7 a.m. to 10 p.m.	55 dBA
		10 p.m. to 7 a.m.	50 dBA

Notes: dBA = A-weighted decibels

Source: Sacramento County 2017

Section 6.68.080 of the Sacramento County Code contains interior noise standards for specific zoning districts as detailed below.

a. In any apartment, condominium, townhouse, duplex or multiple dwelling unit it is unlawful for any person to create any noise from inside his unit that causes the noise level when measured in a neighboring unit during the periods 10 p.m. to 7 a.m. to exceed:

    1. 45 dBA for a cumulative period of more than 5 minutes in any hour;
    2. 50 dBA for a cumulative period of more than 1 minute in any hour; and
    3. 55 dBA for any period of time.

b. If the ambient noise level exceeds that permitted by any of the noise level categories specified in subdivision (a) of this section, the allowable noise limit shall be increased in 5-dBA increments in each category to encompass the ambient noise level. (SCC 254 § 1, 1976.)

Section 6.68.090 of the Sacramento County Code provides the following exemption to its exterior noise standards:

> Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday; Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday and on each Sunday after the hour of 8:00 p.m. Provided, however, when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8:00 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.

City of Folsom General Plan

The Noise Element of the City of Folsom General Plan (1993) has various goals and policies in place related to protecting 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. The City of Folsom's exterior noise level performance standards for new projects and developments are presented in Table 3.10-11. City of Folsom's land use compatibility for community noise environments are presented in Exhibit 3.10-1

Table 3.10-11 Noise Level Performance Standards for New Projects and Developments Exterior Noise Level Standards, dBA

Category	Cumulative Number of Minutes in Any One-Hour Time Period	Daytime 7:00 a.m. to 10:00 p.m.	Nighttime 10:00 p.m. to 7:00 a.m.
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Notes: dBA = A-weighted decibels

[1] Each of the noise level standards specified shall be reduced by 5 dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

[2] Noise from single occurrences such as the passage of locomotives, heavy trucks, or aircraft should also be evaluated in terms of single event noise levels. The maximum noise level created by such an event may have the potential to result in activity interference even though the cumulative noise exposure in terms of day-night average noise level (L_{dn}) is within acceptable limits.

Source: City of Folsom 1993

The following policies of the *City of Folsom General Plan* (1993) are applicable to the project.

- **Policy 30.2:** Develop and implement effective strategies to abate and avoid excessive noise exposures in the City by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.

- **Policy 30.4:** Areas within the City of Folsom shall be designated as noise impacted if exposed to existing or projected exterior noise levels exceeding 60 decibels (dB) L_{dn}/CNEL or the performance standards of Table 26-3 [as shown in Table 3.10-11 of this Draft EIR] of the Noise Element.

  Noise created by non-transportation-related noise sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards as set forth (in Table 26-3 of the Noise Element [as shown in Table 3.10-11 of this Draft EIR]) as measured at any affected residentially designated lands or land use situated in either the incorporated or unincorporated areas. New residential development shall not be allowed where the ambient noise levels due to non-transportation-related noise sources will not exceed the noise standard levels set forth in Table 26-3 [as shown in Table 3.10-11 of this Draft EIR] of the Noise Element.

  Noise from single occurrences such as the passage of locomotives, heavy trucks, or aircraft should also be evaluated in terms of single event noise levels. The maximum noise level created by such an event may have the potential to result in activity interference even though the cumulative noise exposure in term of L_{dn} is within acceptable limits. The potential for sleep disturbance is usually of primary concern in such cases, and should be evaluated on a case-by-case basis.

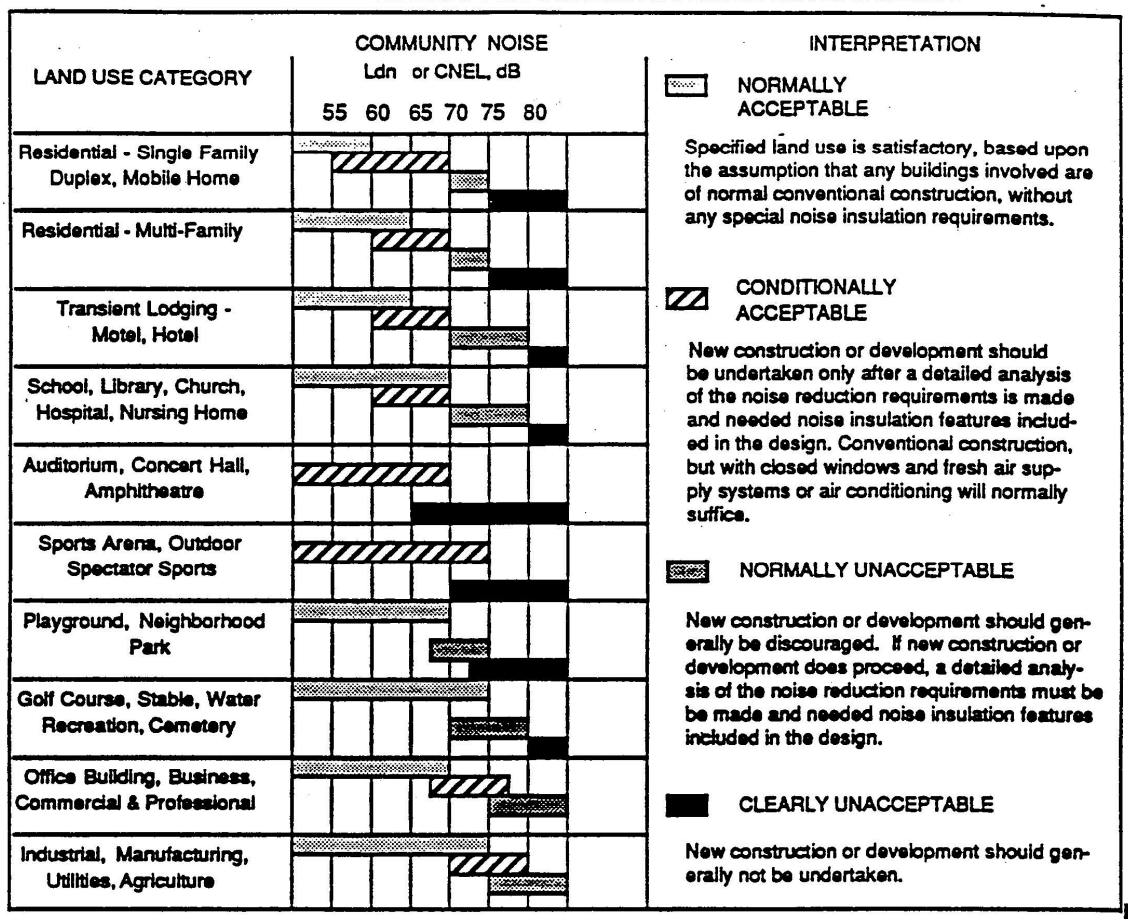
- **Policy 30.5:** New development of residential or other noise sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:

  1. For noise due to traffic on public roadways, railroad line operations and aircraft: 60 dB L_{dn}/CNEL or less in outdoor activity areas, and interior noise levels to 45 dB L_{dn}/CNEL or less. Where it is not possible to reduce exterior noise due to these sources to 60 dB L_{dn}/CNEL or less by incorporating a practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB L_{dn}/CNEL will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB L_{dn}/ CNEL with the windows and doors closed.

2. For non-transportation related noise sources: achieve compliance with the performance standards contained Within Table 26-3 [as shown in Table 3.10-11 of this Draft EIR].

3. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a statement of overriding considerations for the project must be provided.

FIGURE 26-5
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS



CONSIDERATIONS IN DETERMINATION OF NOISE - COMPATIBLE LAND USE

A. NORMALIZATION NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitable with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposes do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which to encourage land compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

13

Source: City of Folsom 1993

Exhibit 3.10-1 Land Use Compatibility for Community Noise Environments

- **Policy 30.6:** When industrial, commercial land uses, or other uses including non-transportation-related noise sources are proposed which would affect areas containing noise sensitive land uses, noise levels generated by the proposed use shall not exceed the performance standards contained within Table 26-3 [as shown in Table 3.10-11 of this Draft EIR].

- **Policy 30.9:** Noise level criteria applied to land uses other than residential or other noise sensitive uses shall be consistent with the standards in Figure 26-5 [as shown in Exhibit 3.10-1 of this Draft EIR].

- **Policy 30.15:** If noise barriers are required to achieve the noise level standards contained within this Element, the following construction practices are recommended:

    1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.

    2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.

    3. The noise barriers should be designed that their appearance is consistent with other noise barriers in the project vicinity.

City of Folsom Code

Section 8.42.040 of the City of Folsom Code contains exterior noise standards for sensitive receptors (e.g., single- or multiple-family residence, school, church, hospital or public library) (Table 3.10-12).

Table 3.10-12 Exterior Noise Level Standards

Noise Level Category	Cumulative Number of minutes in any 1-hour time period	dBA Daytime (7 a.m. to 10 p.m.)	dBA Nighttime (10 p.m. to 7 a.m.)
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Notes:

A. It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any affected single- or multiple-family residence, school, church, hospital or public library situated in either the incorporated or unincorporated area to exceed the noise level standards

B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.

C. Each of the noise level standards specified above shall be reduced by 5 dB(A) for simple tone noises, noises consisting primarily of speech or music, or for recurring noises.

D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above.

Source: City of Folsom 2017

Section 8.42.060 of the City of Folsom Code provides the following exemption to the exterior noise standards:

C. 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.

3.10.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

The project site is directly south of the Folsom Plan Area Specific Plan (FPASP), an area approved for development by the Folsom City Council in 2011. The portion of the FPASP area, directly north of the project site is the portion of the FPASP area which will consist of single-family, multi-family, commercial, and open space land uses. Because the FPASP has been approved and is planned for development, it is assumed as part of the analysis for the project that the FPASP planned land uses would be present when a future City of Folsom corporation yard is developed. Thus, the planned land uses within the FPASP development area are analyzed as existing receptors in this Draft EIR.

Construction Noise and Vibration

To assess potential short-term (construction-related) noise and vibration impacts, sensitive receptors and their relative exposure were identified. Potential project-generated construction source noise and vibration levels were determined based on methodologies, reference emission levels, and usage factors from FTA's *Guide on Transit Noise and Vibration Impact Assessment* methodology (FTA 2006) and FHWA's *Roadway Construction Noise Model User's Guide* (FHWA 2006). Reference levels for noise and vibration emissions for specific equipment or activity types are well documented and the usage thereof common practice in the field of acoustics.

Operational Noise and Vibration

To assess potential long-term (operation-related) noise impacts because of project-generated increases in traffic, noise levels were estimated in using calculations consistent with the Federal Highway Administration's Traffic Noise Model Version 2.5 and project-specific traffic data (Appendix D). The analysis is based on the reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on area roadways were estimated from field observations and the project-specific traffic report. Note that the modeling conducted does not account for any natural or human-made shielding (e.g., the presence of walls or buildings) or reflection off building surfaces. Additionally, the analysis of SENLs was based on reference noise levels for garbage trucks collected by Ascent in 2016.

With respect to non-transportation noise sources (e.g., stationary) associated with project implementation, the assessment of long-term (operational-related) impacts was based on reconnaissance data, reference noise emission levels, and measured noise levels at the existing Leidesdorff Yard for activities and equipment associated with project operation (e.g., heating, ventilation and air conditioning [HVAC] units, refueling of fleet vehicles, ignition, testing, arrival, and departure of the garbage truck and bus fleets, vehicle repair activities, material moving and loading/unloading), and standard attenuation rates and modeling techniques.

THRESHOLDS OF SIGNIFICANCE

Based on the Appendix G of the State CEQA Guidelines, noise policies and standards established by the City of Folsom and Sacramento County, the development of the project would result in a significant impact related to noise if it would result in:

- Construction-generated noise levels exposing noise-sensitive receptors in the City of Folsom or the unincorporated portion of Sacramento County to noise levels that exceed the respective applicable noise

standards, as listed in Table 3.10-8, 3.9-6, and Table 3.10-11/3.9-12, outside of hours considered exempt (7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. Saturday and Sunday).

- Exposure of persons to or generation of excessive ground vibration or ground noise levels (e.g., exceed Caltrans's recommended level of 0.2 in/sec PPV with respect to the prevention of structural damage for normal buildings or FTA's maximum acceptable level of 80 VdB with respect to human response for residential uses [i.e., annoyance] at nearby existing vibration-sensitive land uses).

- Long-term, traffic-generated noise that results in the following:

  - Exposure of noise-sensitive land uses located in the City of Folsom to noise levels that exceed the traffic noise standards established by the City of Folsom in Policy 30.5 (60 dB L_{dn}/CNEL or less in outdoor activity areas, and interior noise levels to 45 dB L_{dn}/CNEL or less).

  - Exposure of interior rooms of residential structures, regardless of location, to SENLs generated by truck pass-bys generated by the project that exceed 64.8 SENL, which is the level determined by the Federal Interagency Committee on Aviation Noise (FICAN) to result in sleep disturbance to 5% of the exposed population (FICAN 1997).

- Long-term noise levels generated by stationary or area sources from new industrial, commercial land uses, or other uses including non-transportation-related noise sources that result in the exceedance of City of Folsom performance standards contained within Table 3.10-11/3.10-12 at surrounding noise-sensitive land uses.

- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project site to excessive noise levels.

- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels.

ISSUES NOT DISCUSSED FURTHER

No major sources of vibration would be potentially constructed within the SOIA/annexation area and construction of the proposed Folsom Corporation Yard would not include vibration-intensive activities such as blasting or pile driving. This is based on the geology of the SOIA/annexation area which would not require blasting activities for construction, and the scale and intensity of the proposed uses and facilities (e.g., office space, warehouse and storage space, solid waste and material recovery station) are not likely to necessitate the construction of multi-story structures that require pile-driving activities. Additionally, the nearest proposed noise-sensitive receptor (if constructed prior to construction of the corporation yard) would be located approximately 250 feet from where construction activities would occur. Thus, with the diminishment in magnitude of vibration levels because of distance alone, operation of heavy-duty construction equipment that generate relatively high levels of ground vibration and vibration noise (e.g., dozers, trucks) would not result in exposure of persons to or generation of excessive ground vibration or ground noise levels at nearby existing vibration-sensitive land uses. Therefore, the project would not result in excessive vibration or vibration levels such that any receptors would be adversely affected and vibration-related impacts are not discussed further in this Draft EIR.

The project is not located within an airport land use plan, or within two miles of a public airport or public use airport. Additionally, the project is not located within two miles of a private airstrip; Mather Airport is the closest airport and is located approximately 7.5 miles southwest of the project site. Thus, the project would

not result in noise impacts related to the exposure of people residing or working in the project site to excessive aircraft-related noise levels. This issue is not discussed further in this Draft EIR.

As described in Chapter 2, *Project Description, t*he project has three potential access options. The evaluation of noise would not be affected by these options. Therefore, this is not discussed further in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Construction-generated noise

Short-term construction-generated noise levels associated with the future development of the SOIA/annexation area could expose nearby noise-sensitive receptors to noise levels that exceed applicable local standards. If construction activity were to occur during more noise-sensitive nighttime hours it could result in annoyance and sleep disruption to occupants of nearby residential land uses and substantial periodic increases in ambient noise levels. This would be a **significant** impact.

Construction of a future corporation yard would involve noise-generating activities. Short-term construction noise levels on and near the project site would fluctuate depending on the type, number, and duration of usage for the varying types of heavy-duty equipment. The effects of construction noise largely depend on the type of construction activities being performed, noise levels generated by those activities, distances to noise-sensitive receptors, the relative locations of noise attenuating features such as vegetation and existing structures, and existing ambient noise levels.

Construction noise would be temporary in nature and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, paving, and construction of buildings. It is not anticipated that pile driving or rock blasting would occur as part of construction. Construction noise typically occurs intermittently and varies depending on the nature of the construction activities being performed. Noise is generated by construction equipment, including excavation equipment, material handlers, and portable generators. Thus, existing and future noise-sensitive land uses located near areas of potential construction activity could be exposed to future construction noise within the SOIA/annexation area, or from offsite construction activity associated with infrastructure improvements.

Noise-generating activities occurring during the more noise-sensitive evening and nighttime hours are of increased concern. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as typical levels of community activities (e.g., industrial activities, vehicle traffic) decrease, construction activities performed during the more noise-sensitive evening and nighttime hours can result in increased annoyance and potential sleep disruption for occupants of nearby residential land uses.

Based on the types of construction activities assumed for the project (e.g., paving, earth moving, trenching, structure erection) it is expected that the primary sources of noise would include backhoes, dozers, graders, excavators, dump trucks, pavers and various trucks (e.g., job trucks, water trucks, fuel trucks). Noise levels generated by common types of construction equipment are shown in Table 3.10-13.

Construction phasing and activity is not known at the time of writing this Draft EIR and; therefore, the construction-noise evaluation conservatively assumed that five of the highest noise-generating pieces of equipment could operate simultaneously near each other near the boundaries of the project site.

Based on the reference noise levels listed in Table 3.10-13 and accounting for typical usage factors of individual pieces of equipment, onsite construction-related activities could generate a combined hourly average noise level of approximately 88 L_{eq} and a maximum noise level as high as 92 L_{max} at 50 feet from the project boundary. Detailed inputs and parameters for the estimated construction noise exposure levels are provided in Appendix D.

Table 3.10-13 Noise Emission Levels from Construction Equipment

Equipment Type	Typical Noise Level (dBA) @ 50 feet
Dump Truck	76
Drill Rig Truck	79
Concrete Mixer	85
Crane	85
Dozer	85
Grader	85
Excavator	85
Front End Loader	80
Paver	89
Roller	85
Scraper	89

Notes: Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacturer-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2006

Nearby noise-sensitive receptors that could be adversely affected by construction noise are shown in Table 3.10-14. These values represent a conservative assessment because the modeling assumes that five of the highest noise-generating pieces of equipment could operate simultaneously near each other near the boundaries of the project site. All nearby-sensitive receptors would be located within the City of Folsom and; thus, City of Folsom noise standards would apply. The distance to, and daytime noise exposure levels at each receptor location were estimated for the closest possible construction activities (at the project boundary) and are also listed in Table 3.10-14. Based on the Capitol Southeast Connector right-of-way (as shown in Exhibit 3.10-1), the distance at which the nearest proposed receptor north of the project site is likely to be located is approximately 250 feet from the northernmost boundary of the future corporation yard.

Table 3.10-14 Levels of Noise Exposure at Offsite Noise-Sensitive Receptors during Typical Daytime Construction Activity

Sensitive Receptor[1]	Distance to Project Site (feet)	Daytime Construction Noise Exposure Level at Sensitive Receptor[2]	
		L_{eq} (dBA)	L_{max} (dBA)
FPASP Residences[3]	250	74	78

Notes:

[1] See Exhibit 3.10-1 for locations of sensitive land uses relative to the project site.

[2] Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

[3] Receptor would be located in the City of Folsom.

Source: Data modeled by Ascent Environmental in 2017

As shown in Table 3.10-14, daytime construction-generated noise levels could be as high as 74 L_{eq} and 78 L_{max} at the FPASP development area residences. The City of Folsom Code, *Section 8.42.060 Noise Source Exemptions*, exempts noise sources associated with construction, provided such activities do not take place between 6:00 p.m. and 7:00 a.m., Monday through Friday and 5:00 p.m. and 8:00 a.m., Saturday and Sunday.

However, it is possible that certain construction activities would need to occur during the non-exempt and more noise-sensitive nighttime hours. Nighttime construction activities are not exempt and would be subject to the City and County nighttime noise standards. Thus, depending on the activities being performed, as well as the duration and hours during which activities occur, construction generated noise levels at nearby residences could violate applicable noise standards. Additionally, activities occurring during the evening and

nighttime hours, when people are more sensitive to noise, could result in increased levels of annoyance and sleep disruption to occupants of nearby residences. This would be a **significant** impact.

Mitigation Measure 3.10-1a: Implement construction-noise reduction measures.

To minimize noise levels during nighttime construction activities, the City and their construction contractors will comply with the following measures during all nighttime construction work:

- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer's recommendations. Equipment engine shrouds shall be closed during equipment operation.
- Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off site instead of on site) where feasible and consistent with building codes and other applicable laws and regulations.
- To the maximum extent feasible, construction activity shall take place within the City of Folsom construction noise exemption timeframes (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday).

Mitigation Measure 3.10-1b: Implement construction-noise reduction measures during noise-sensitive time periods.

At the time of construction, the City of Folsom will comply with the following construction noise requirements:

For all construction activity that would take place outside of the City of Folsom construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday), and that is anticipated to generate noise levels that exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12), the City will require their construction contractors to comply with the following measures:

- Implement noticing to adjacent landowners at least one week in advance if construction activity would take place outside of the City of Folsom's construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday, as identified in the City of Folsom Code), and is anticipated to exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12).
- Install temporary noise curtains as close as feasible to noise-generating activity and that blocks the direct line of sight between the noise source and the nearest noise-sensitive receptor(s). Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot.
- Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors).
- Operate heavy-duty construction equipment at the lowest operating power possible.

Significance after Mitigation

Implementation of mitigation measures 3.10-1a and 3.10-1b would provide substantial reductions in daytime and nighttime construction noise levels by ensuring proper equipment use; locating equipment away from sensitive land uses; and requiring the use of enclosures, shields, and noise curtains. However, construction activities could occur in close proximity to residential uses to the north of the project site (within 250 feet). Although noise reduction would be achieved with implementation of mitigation measures 3.10-1a and 3.10-1b, reductions of up to 29 dBA would be required during some of the more intensive nighttime

construction (e.g., during the most noise-intensive construction periods) to comply with the City nighttime exterior standards of 45 L_{eq} and 65 L_{max}. Reductions of this magnitude may not be achievable under all circumstances with implementation of Mitigation Measures 3.10-1a and 3.10-1b. Therefore, this impact would be **significant and unavoidable**.

Impact 3.10-2: Exposure of existing sensitive receptors to excessive traffic noise levels and/or substantial increases in traffic noise

Future development of a future corporation yard within the SOIA/annexation area would generate vehicle trips and result in an increase in ADT volumes on affected roadway segments; and thus, an increase in traffic source noise levels. However, surrounding receptors would not be exposed to traffic noise levels or traffic noise level increases that exceed applicable City of Folsom or Sacramento County noise standards. This impact would be **less than significant**.

Future development of a corporation yard within the SOIA/annexation area would generate vehicle trips and result in an increase in ADT volumes on affected roadway segments and an increase in traffic source noise levels. To analyze the impact of operational project-generated transportation noise sources, traffic noise levels under existing, and existing-plus-project conditions were modeled for affected roadway segments. For further details about traffic volumes and conditions, see Section 3.11, *Transportation and Circulation*.

Table 3.10-15 summarizes the modeled traffic noise levels at 100 feet from the roadway centerline under existing and existing-plus-project conditions, along with the overall net change in noise level as a result of the added traffic generated by development of the SOIA/annexation area. It is assumed that the FPASP planned land uses would be present when a future corporation yard is developed. Thus, the planned land uses within the FPASP development area are analyzed as existing receptors in this Draft EIR.

Table 3.10-15 Summary of Modeled Traffic Noise Levels under Existing and Existing -Plus-Project Conditions

Roadway Segment	Applicable Exterior L_{dn}/CNEL Noise Standard for Land Uses along Roadway Segment (dBA)[1,2]	Allowable Exterior L_{dn} Noise Standard Increase (dBA)[3]	L_{dn} at 100 feet from Roadway Centerline		Change (dBA)
			Existing-No-Project Condition	Existing-Plus-Project Condition	
Prairie City Road (White Rock Road to US 50 eastbound ramps)	60[1]	1.5	**67.1**	67.8	0.7
White Rock Road (West of Prairie City Road to Prairie City Road)	75[2]	1.5	70.2	70.7	0.5
White Rock Road (Prairie City Road to Scott Road [west])	60[1]	1.5	**68.9**	69.5	0.6
White Rock Road (Scott Road [west] to Scott Road [east])	60[1]	1.5	**69.0**	69.6	0.6
White Rock Road (Scott Road [east] to east of Scott Road [east])	60[1]	1.5	**66.9**	67.5	0.6
Scott Road (east) (White Rock Road to north of White Rock Road)	60[1]	1.5	**67.9**	68.5	0.6
Scott Road (west) (White Rock Road to south of White Rock Road)	75[2]	3	62.0	62.7	0.7

Notes: CNEL = Community Noise Equivalent Level; L_{dn} = Day-Night Level; dBA = A-weighted decibels;

[1] 60 CNEL/L_{dn}– Land use compatibility noise standard for single-family residential land uses per the City of Folsom General Plan. See Exhibit 3.10-1.

[2] 75 CNEL/L_{dn} – Land use compatibility noise standard for industrial, manufacturing, utilities, and agricultural land uses per the City of Folsom General Plan. See Exhibit 3.10-1.

[3] Incremental traffic noise increase standard per the County of Sacramento General Plan (see Table 3.10-9).

Refer to Appendix D for detailed traffic data, and traffic-noise modeling input data and output results.

Values shown in bold exceed the applicable land use compatibility noise standards for surrounding land uses per the City of Folsom General Plan. See Exhibit 3.10-1.

Source: Noise levels modeled by Ascent Environmental in 2017

As shown in Table 3.10-15, in the existing-no-project scenario, traffic noise levels along the roadways adjacent to noise-sensitive land uses within the FPASP development area would exceed the City land use compatibility noise standards (60 CNEL/L_{dn} for single-family residential land uses).

However, for the segments that exceed CNEL/L_{dn} in the existing-no-project scenario, traffic noise increases would be considered substantial if they exceeded the incremental noise standards for noise-sensitive land uses per the Sacramento County General Plan (see Table 3.10-9). The addition of project-generated traffic to the surrounding roadway network would not result in any of the roadway study segments experiencing noise increases that exceed the incremental noise standards for noise-sensitive land uses per the Sacramento County General Plan. Therefore, the project would not result in existing receptors being exposed to traffic noise levels or traffic noise level increases that exceed applicable local noise standards. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.10-3: Intermittent single-event noise from trucks passing offsite sensitive receptors

Intermittent SENL's from project generated truck trips passing offsite sensitive receptors during the more noise-sensitive hours would not exceed 65 SENL. Therefore, the percentage of people expected to be awakened when inside the affected homes would not exceed 5 percent. This impact would be **less than significant**.

The project would include the operation of heavy vehicles (e.g., busses, garbage trucks, fleet vehicles) entering and exiting the project site using the surrounding roadway network during more noise-sensitive nighttime and early-morning hours. In addition to increases in average daily traffic noise, as discussed in Impact 3.10-2, intermittent SENLs associated with the operation of heavy vehicles on the surrounding roadway network, and increases in the frequency of occurrence of such levels would be of additional concern, particularly during the more noise-sensitive evening and nighttime hours.

Although the average daily noise descriptors (i.e., L_{dn} and CNEL) incorporate a nighttime weighting or "penalty" that is intended to reflect the expected increased sensitivity to noise annoyance at night, L_{dn} and CNEL standards do not fully protect residents from sleep disturbance. The SENL describes a receiver's cumulative noise exposure from a single impulsive noise event (e.g., a passing truck, a truck downshifting to engine brake, or an air craft flying overhead), which is a rating of a discrete noise event that compresses the total sound energy of the event into a 1-second time period, measured in decibels (Caltrans 2011). These noise events can be more startling to receptors if they occur when ambient noise levels are quieter such as during nighttime hours.

Many studies have been conducted regarding the effects of single-event noise on sleep disturbance, but because of the wide variation in the reaction of test subjects to SENLs of various levels no definitive consensus has been reached with respect to a universal criterion to apply. Upon a review of studies about sleep disturbance and aircraft-generated SENLs, the FICAN provided estimates of the percentage of people expected to be awakened when exposed to specific SELs inside a home (FICAN 1997). According to the FICAN's review, 10 percent of the population is estimated to be awakened when the SEL interior noise level is 81 dBA. An estimated 5 to 10 percent of the population is affected when the SEL interior noise level is between 65 and 81 dBA, and few sleep awakenings (less than 5 percent) are predicted if the interior SEL is less than 65 dBA. However, FICAN did not recommend a threshold of significance based on the percent of people awakened.

For the purposes of this analysis, exposure of interior rooms of residential structures, regardless of location, to SENLs generated by truck pass-bys generated by the project that exceed 65 SENL, which is the level determined by the FICAN to result in sleep disturbance to 5 percent of the exposed population (FICAN 1997), would be considered significant.

Reference SENLs for heavy truck (garbage trucks) passbys were measured by Ascent in 2016 (Refer to Appendix D for detailed SENL measurements). The results of the outdoor measurements indicated that heavy truck passby levels ranged from 79 to 83 SENL, with a mean of 81 SENL at a reference distance of 50 feet. It is assumed that SENLs from engine braking (e.g., Jake braking) is at least as loud.

Assuming the average exterior-to-interior noise level reduction of 24 dBA typically provided by residential buildings with the windows closed (EPA 1978: 11), the maximum SENL in the interior of rooms located farther than 50 feet from a passing truck would not exceed 65 SENL. The distance at which a sensitive receptor would experience 65 SENL or higher is 25 feet. The exact location and orientation of the future residential receptors along Prairie City Road and White Rock Road are not known at this time; however, it is unlikely that residential receptors would be located within 25 feet of Prairie City Road and/or White Rock Road. Therefore, the percentage of people expected to be awakened when inside the affected homes would not exceed 5 percent. This impact would be a **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.10-4: Long-term operational non-transportation noise levels

The SOIA/annexation area could result in future corporation yard land uses in close proximity to noise-sensitive land uses. Thus, offsite receptors could experience project-generated noise levels that exceed the City's daytime and nighttime noise levels standards. This impact would be **significant**.

This impact assesses the long-term exposure of existing sensitive receptors to increased operational-source noise levels from the potential development of a future corporation yard within the SOIA/annexation area. The project includes development of land uses and facilities as shown in Table 2-2 in Section 2, *Project Description*. Noise generated by land uses and activities within a future corporation yard can vary substantially. To estimate the noise that would be generated within a future corporation yard, the predominant sources of noise were identified (e.g., heating, ventilation and air conditioning [HVAC] units, mobilization of solid waste and transit fleet, refueling of fleet vehicles, vehicle repair activities, material moving and loading/unloading).

One long-term (24-hour continuous) and two short-term noise level measurements were conducted within the existing City of Folsom Leidesdorff Yard to capture the noise levels (shown in Table 3.10-4) associated with general activities occurring for this land use. Two short-term noise measurements were taken during the more noise-sensitive early morning hours when the solid waste and transit fleets were starting engines, performing pre-departure equipment and horn checks, and departing the corporation yard. The long-term noise measurement was conducted to capture the L_{eq} and L_{max} during the daytime and the more noise-sensitive nighttime hours.

The peak L_{eq} (67 dBA) and L_{max} (85 dBA) noise levels measured during the daytime at the Leidesdorff Yard were combined with reference noise levels for equipment associated with material loading and unloading to analyze the potential daytime noise-generated by the project. Reference noise levels for equipment associated with material loading and unloading including idling trucks, vehicle backup alarms, decompression of truck brakes, and forklifts can generate noise levels of approximately 71 L_{eq} and 86 L_{max} at a distance of 50 feet.

The measured reference noise levels (75 L_{eq} and 87 L_{max}) generated during the solid waste and transit fleet mobilization and departure during the more noise-sensitive early-morning hours were used to analyze the potential nighttime noise-generated by the project.

Based on the daytime reference noise levels, the City's daytime exterior noise standard of 50 L_{eq} for residential receptors could be exceeded within approximately 663 feet from the project. Additionally, the

City's daytime exterior noise standard of 70 L_{max} for residential receptors could be exceeded within approximately 423 feet from the project.

Based on the measured nighttime reference noise levels (75 L_{eq} and 87 L_{max}), the City of Folsom nighttime exterior noise standard of 45 L_{eq} could be exceeded within approximately 889 feet from the where the solid waste and transit vehicles are located. Additionally, the City's nighttime exterior noise standard of 65 L_{max} for residential receptors could be exceeded within approximately 500 feet from where the solid waste and transit vehicles are located.

The offsite noise-sensitive land uses nearest to the project would consist of the future residential dwellings located north of the project site along White Rock Road and Prairie City Road. The project would be located a minimum of 250 feet from these noise-sensitive receptors because of the Southeast Connector ROW separating the two. At this time the site design of the project has not be determined; thus, it cannot be known where the more noise-intensive activities and land uses would be located. Therefore, the conservative approach of assuming they could potentially be located along the boundary of the project site nearest to the future sensitive receptors, is assumed.

Based on the reference noise levels identified above, and distance at which noise generating project activities could be located in relation to noise-sensitive receptors, the offsite residential receptors could be exposed to project generated noise levels that exceed the City and County daytime and nighttime L_{eq} and L_{max} noise standards. This would be a **significant** impact.

Mitigation Measure 3.10-4: Reduce noise exposure to existing sensitive receptors from proposed stationary noise sources.

City of Folsom

The City shall require the future development of a corporation yard to meet the following noise requirements in the design of the development:

Locate and design the more noise-intensive lands uses and activities so that noise emissions do not exceed the applicable stationary noise source criteria (i.e., exterior daytime [7:00 a.m. to 10:00 p.m.] standards of 50 L_{eq} and 70 L_{max} for receptors within the City, and exterior nighttime [10:00 p.m. to 7:00 a.m.] standards of 45 L_{eq} and 65 L_{max} for receptors within the City.

At the time of approval of special permits and/or development plan review, the City shall conduct a site-specific noise analysis to evaluate design and ensure compliance with City of Folsom noise standards. Reduction of specific noise activities can be achieved by locating activities as far away as feasible from noise-sensitive land uses, constructing noise barriers between where these activities would take place and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. Final design, location, orientation and use restrictions shall be dictated by findings in the noise analysis and approved by City staff.

Significance after Mitigation

Implementation of Mitigation Measure 3.10-4 would require that the more noise-intensive activities and land uses of the project are oriented, located, and designed in such a way to ensure that stationary noise sources would comply with City of Folsom noise standards for surrounding land uses. Implementation of Mitigation Measure 3.10-4 would reduce predicted noise levels at proposed land uses consistent with City and County noise standards. As a result, this impact would be reduced to a **less-than-significant** level.

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3.11 TRANSPORTATION AND CIRCULATION

This section describes the existing transportation system in the vicinity of the project site and evaluates the potential impacts on the system associated with implementation of the project. Roadway, transit, bicycle, and pedestrian components of the overall transportation system are included in the analysis. Impacts are evaluated under near-term (present-day) conditions with and without the project, and cumulative year conditions with and without the project. The traffic analysis focuses on a specific project study area for transportation and circulation, which is defined in Section 3.11.1, *Environmental Setting*, below.

Comments received on the notice of preparation regarding transportation and circulation included the suggestion to include a proposed roadway easement for the future realignment of Scott Road. Additionally, comments regarding the use White Rock Road for large and heavy vehicles accessing the site, and the design and realignment of Scott Road.

Analysis Scenarios

The following scenarios are analyzed in this EIR:

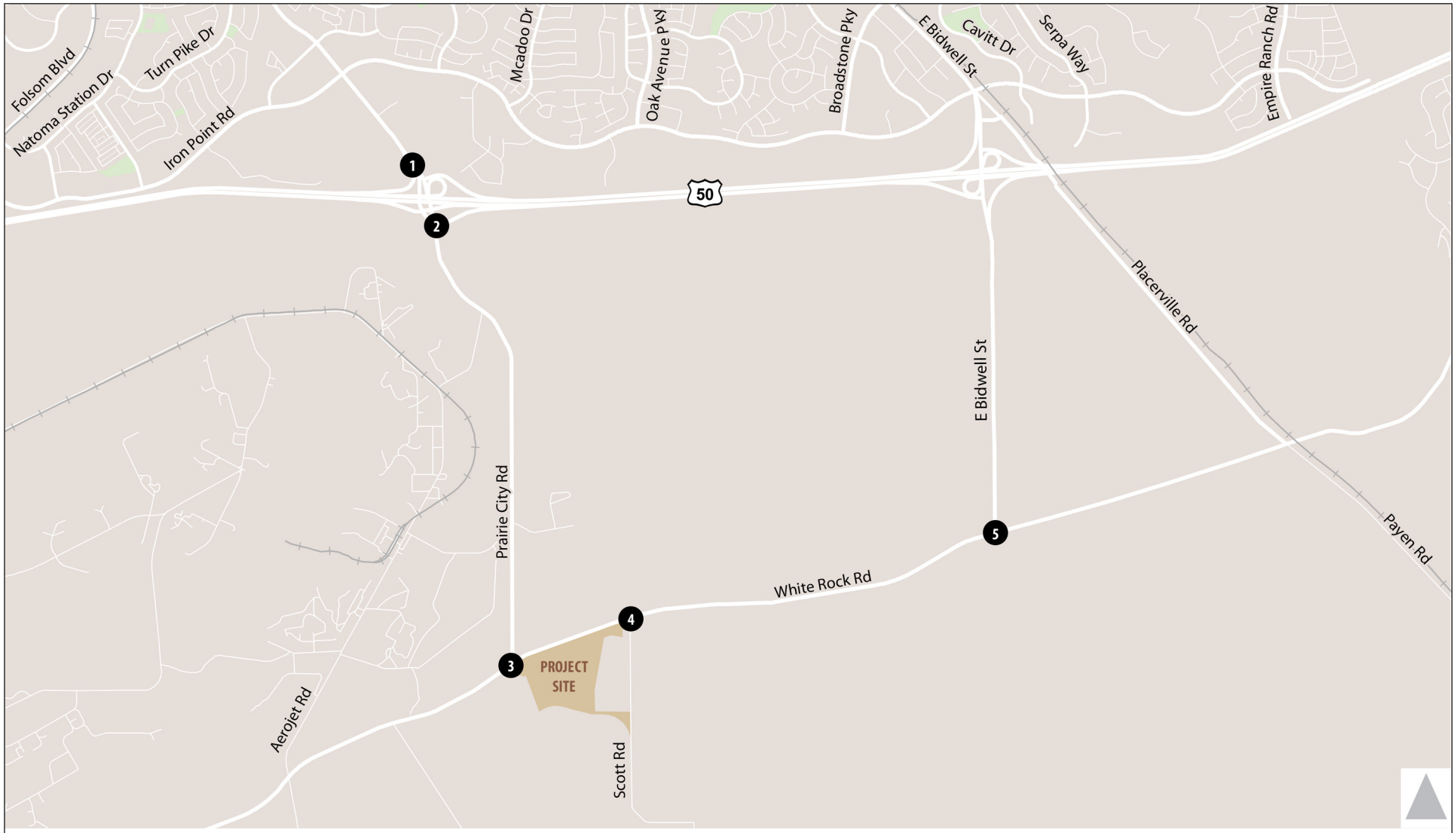
- Existing Conditions –the baseline condition against which project impacts are measured.
- Existing Plus Project Conditions – reflects changes in travel conditions associated with implementation of the project.
- Cumulative No Project Conditions – reflects conditions for a cumulative scenario, which includes reasonably foreseeable land uses, and planned transportation improvement projects, without project implementation.
- Cumulative Plus Project Conditions – represents conditions for a cumulative scenario, which includes reasonably foreseeable land uses, and planned transportation improvement projects, with implementation of the project.

3.11.1 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. The baseline for this study represents conditions based on collected data and field observations. The environmental setting for transportation includes baseline descriptions for roadway, bicycle, pedestrian, and transit facilities.

PROJECT STUDY AREA

The project study area was developed based on collaboration between the EIR consultants and City of Folsom staff, and reflects the project's expected travel characteristics (including number of vehicle trips and directionality of those trips), and primary travel routes to/from project vicinity. Exhibit 3.11-1 shows the study area, project site, and five study intersections selected for analysis. The study area also includes bicycle, pedestrian, and transit facilities in the project vicinity.



Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-1

Study Area

Intersections

The study includes the following existing intersections:

1. Prairie City Road / US 50 Westbound Ramps
2. Prairie City Road / US 50 Eastbound Ramps
3. Prairie City Road / White Rock Road
4. Scott Road / White Rock Road
5. East Bidwell Street / White Rock Road

Roadway Network

Key roadways within the study area that would serve trips associated with the project include the following:

- *US 50* is an east-west highway that passes through the City of Folsom as it connects the Sacramento region to Lake Tahoe and beyond. Within the study area, US 50 is a six-lane freeway with two regular flow lanes and one high-occupancy vehicle lane in each direction. The speed limit on US 50 through Folsom is 65 miles per hour (mph).

- *Prairie City Road* generally runs north-south through the City of Folsom between Blue Ravine Road and White Rock Road. North of Blue Ravine Road, Prairie City Road transitions into Sibley Street, which continues to downtown Folsom. Prairie City Road has a full interchange with US 50 just north of the project site. Adjacent to the site of the project, the roadway is currently a rural, two-lane road; north of US 50, Prairie City Road is a four-to-six lane arterial with a raised median and Class II on-street bicycle lanes.

- *East Bidwell Street* is a north-south arterial roadway that extends from downtown Folsom through the US 50/East Bidwell Street interchange south to White Rock Road. Within the study area, East Bidwell Street currently has two travel lanes; north of US 50, East Bidwell Street is a six-lane arterial with a raised median and Class II on-street bicycle lanes.

- *Scott Road* is a two-lane north-south arterial roadway that borders the project and extends south from White Rock Road into unincorporated Sacramento County as a two-lane rural road.

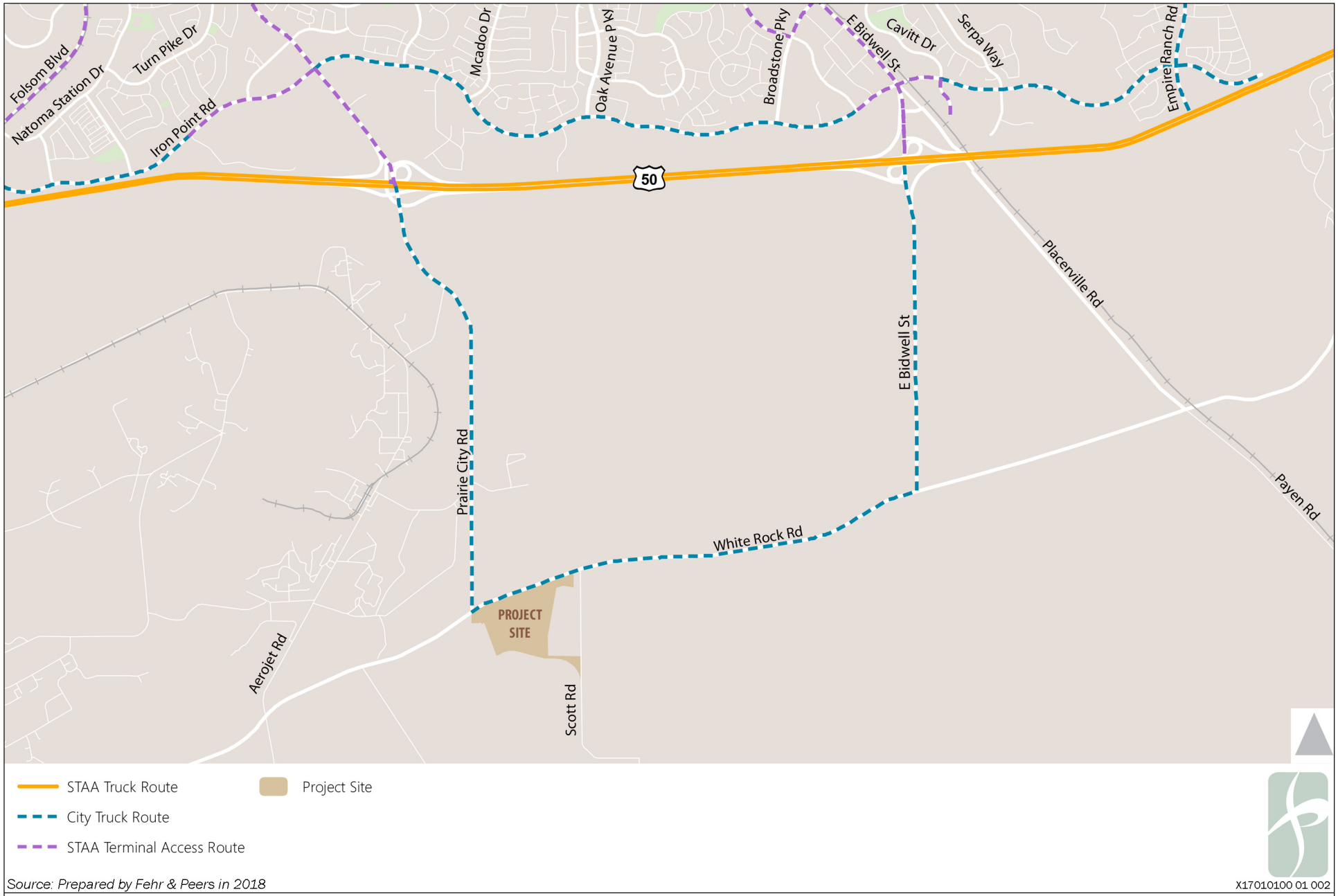
- *White Rock Road* is an east-west road within the study area, and has a posted speed limit of 55 mph. West of Prairie City Road, White Rock Road is a four-lane expressway and has two travel lanes in each direction separated by a raised median and Class II on-street bicycle lanes; east of Prairie City Road, White Rock Road is currently a rural, two-lane road. White Rock Road continues east into El Dorado County where it transitions into Silva Valley Parkway, and west into the City of Rancho Cordova.

Truck Routes

The City of Folsom also maintains a network of roads for use by commercial vehicles that comply with the Surface Transportation Accessibility Act. Any commercial vehicle or combination of vehicles as defined in Section 260 of the California Vehicle Code as having a gross vehicle weight rating of weighing 10,001 pounds or more, with an origin or destination point within the city, of freight, merchandise or load, must drive on streets designated as local truck routes. All existing study intersections are located along Commercial Truck Routes as identified by the City and shown in Exhibit 3.11-2.

TRAFFIC DATA COLLECTION

Traffic counts were collected at the study intersections on Thursday, May 8, 2014 during the a.m. (7–9) and p.m. (4–6) peak periods. During all counts, weather conditions were generally dry, no unusual traffic patterns were observed, and the Folsom Cordova Unified School District was in full session. In addition to collecting vehicle turning movements at the study intersections, all counts included pedestrian and bicycle activity. See Appendix E for detailed traffic count data.



Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-2

Truck Routes

ASCENT ENVIRONMENTAL

STUDY PERIODS

Based on the collected traffic data, the a.m. peak hour within most of the study area occurred from 7:45 to 8:45, and the p.m. peak hour within the entire study area occurred from 4:45 to 5:45. This study evaluates the peak hour of the transportation system within the study area (not the peak hour of traffic generated by the project) because this is the time period during which the project is most likely to impact the surrounding transportation system.

ROADWAY SYSTEM

Traffic operations at all study intersections were analyzed under weekday a.m. and p.m. peak hour conditions using procedures and methodologies contained in the Highway Capacity Manual (Transportation Research Board 2010) for calculating delay at intersections. These methodologies were applied using the Synchro software program. The following procedures and assumptions were applied in the development of the Synchro model:

- roadway geometric data were gathered using aerial photographs and field observations,
- peak-hour traffic volumes were entered into the model according to the peak hour of the study area,
- the peak-hour factor was set using traffic count data,
- the counted pedestrian and bicycle volumes were entered into the model according to the peak-hour measurements,
- signal phasing and timings were based on existing signal timing plans provided by the City of Folsom, and
- speeds for the model network were based on the posted speed limits.

Level of Service Definitions

Each study intersection was analyzed using the concept of level of service (LOS). LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. Table 3.11-1 displays the delay range associated with each LOS category for signalized and unsignalized intersections.

Table 3.11-1 Intersection Level of Service Definitions

LOS	Description (for Signalized Intersections)	Average Delay (Seconds/Vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0

Table 3.11-1 Intersection Level of Service Definitions

LOS	Description (for Signalized Intersections)	Average Delay (Seconds/Vehicle)	
		Signalized Intersections	Unsignalized Intersections
E	Operations with high delay values indicating poor progression, and long cycle lengths. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Note: LOS = level of service; V/C ratio= volume-to-capacity ratio

LOS at signalized intersections and roundabouts based on average delay for all vehicles. LOS at unsignalized intersections is reported for entire intersection and for minor street movement with greatest delay.

Source: Transportation Research Board 2010

For signalized intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. For side-street stop-controlled intersections, the delay and LOS for the overall intersection is reported along with the delay for the worst-case movement.

Existing Intersection Operations

Exhibit 3.11-3 displays the existing a.m. and p.m. peak hour intersection traffic volumes, traffic controls, and lane configurations. Table 3.11-2 displays the existing peak-hour intersection operations at the study intersections (refer to Appendix E for technical calculations).

Table 3.11-2 Intersection Operations – Existing Conditions

Intersection	Traffic Control	Peak Hour	Existing Conditions	
			Delay[1]	LOS
1. Prairie City Road / US 50 Westbound Ramps	Signal	AM PM	10 6	A A
2. Prairie City Road / US 50 Eastbound Ramps	Signal	AM PM	8 7	A A
3. Prairie City Road / White Rock Road	Signal	AM PM	11 10	B A
4. Scott Road / White Rock Road	SSSC	AM PM	4 (33) 3 (36)	A (D) A (E)
5. East Bidwell Street / White Rock Road	AWSC	AM PM	36 37	E E

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled. AWSC = All Way Stop Control.

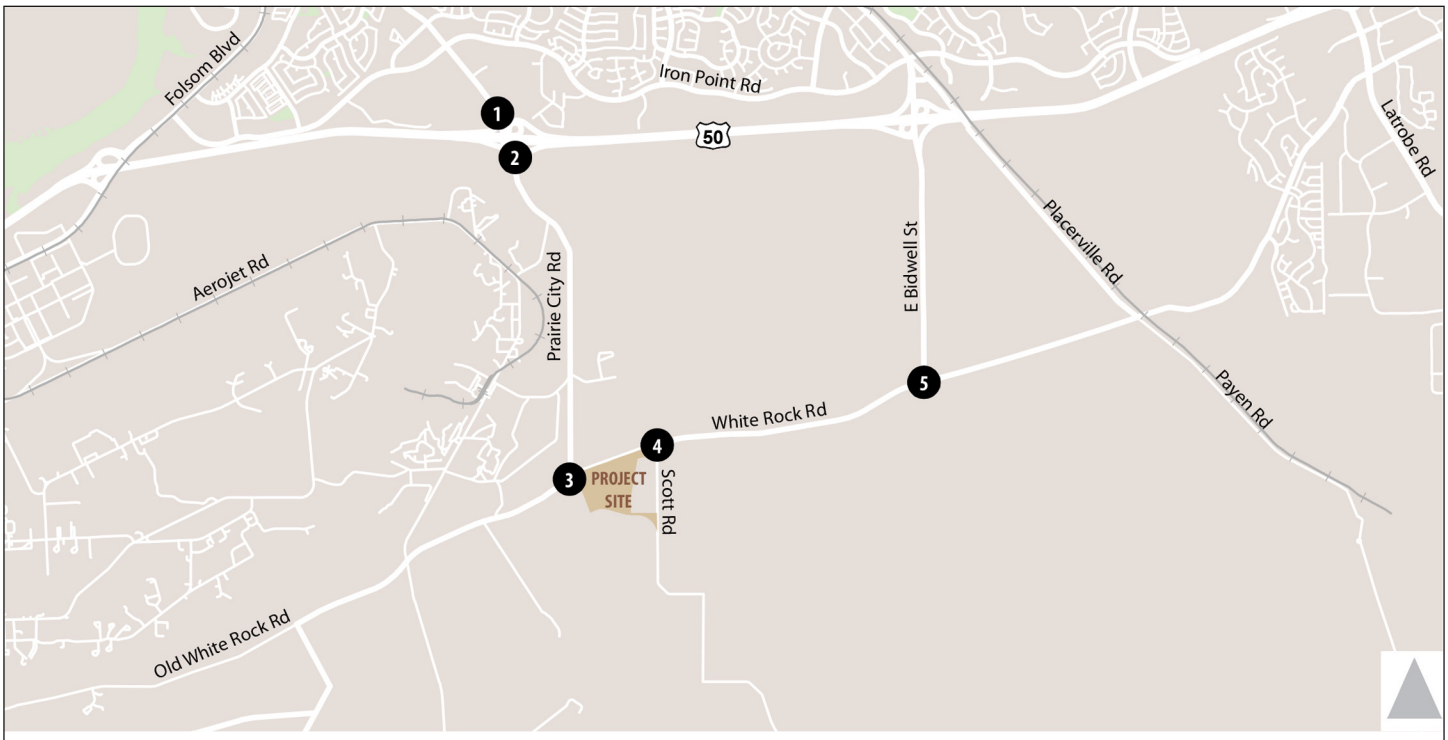
[1] For signalized and AWSC intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized and AWSC intersections are determined by the overall LOS and average delay; impacts to SSSC intersections are determined by the delay for the worst movement. Intersection LOS and delay are calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

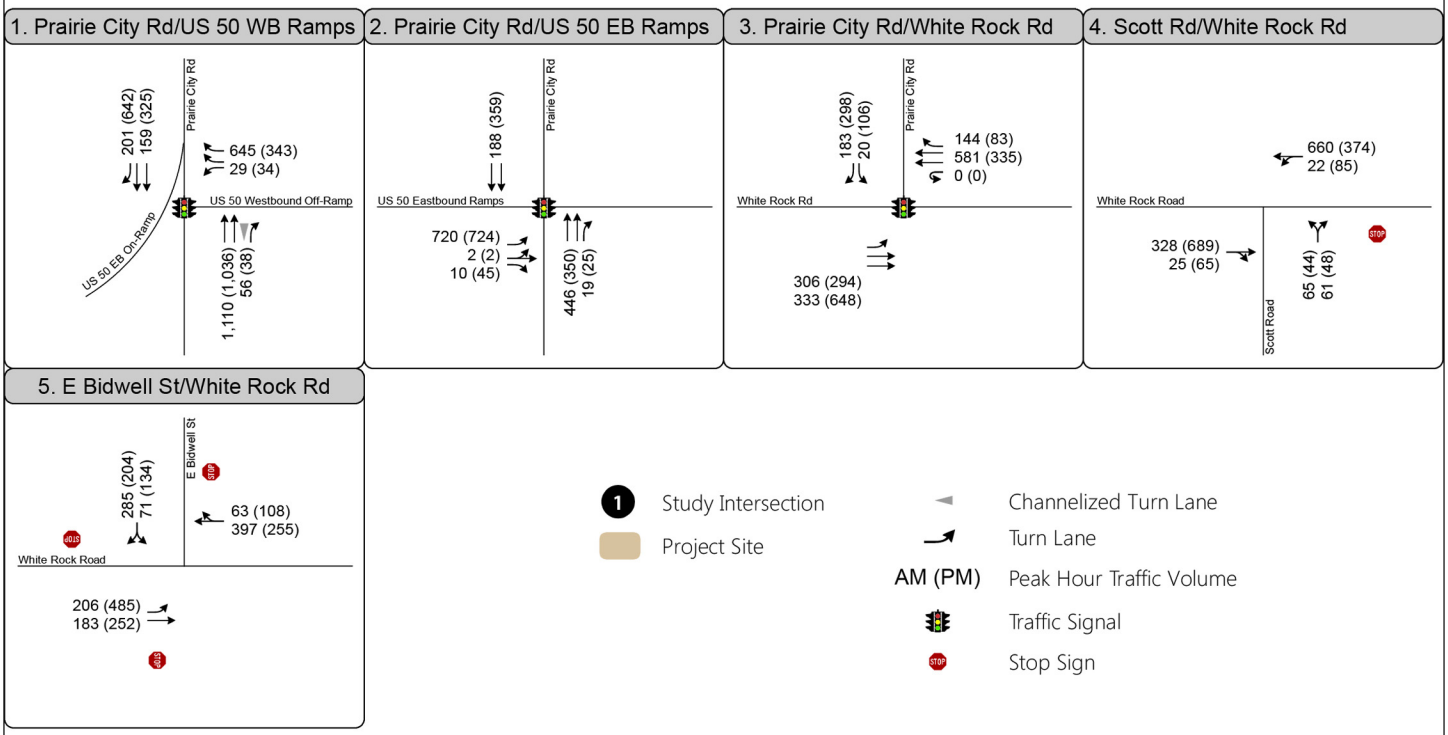
Source: data provided by Fehr & Peers in 2018

All existing intersections operate at LOS C or better under both peak hours, except for Intersection 4 (Scott Road / White Rock Road), which operates at LOS D during the a.m. peak hour and LOS E during the p.m. peak hour for the worst case movement (northbound left-turn), and Intersection 5 (East Bidwell Street / White Rock Road), which operates at LOS E during both the a.m. and p.m. peak hours.

Existing Off-Ramp Queueing

Table 3.11-3 displays the existing off-ramp queue lengths at the US 50/Prairie City Road ramp terminal intersections.





Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-3 Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions

Table 3.11-3 Off-Ramp Queueing – Existing Conditions

Intersection	Storage Length	Peak Hour	Queue Length[1]
US 50 Westbound Off-Ramp	1,900 feet	AM PM	200 feet 75 feet
US 50 Eastbound Off-Ramp	1,500 feet	AM PM	175 feet 175 feet

[1] Off-Ramp queues rounded up to the nearest 25 feet.

Source: data provided by Fehr & Peers in 2018

As displayed in Table 3.11-3, the existing off-ramp queues at both ramp terminal intersections are within the available storage length.

Bicycle/Pedestrian System

The City of Folsom has an extensive bicycle network on the north side of US 50 including Class II on-street bike lanes on all major roadways including Prairie City Road north of US 50, East Bidwell Street north of Old Placerville Road, Oak Avenue Parkway, and on the entire length of Iron Point Road. There are also various Class I bike path connections that extend to/from Iron Point Road. Closer to the project site, White Rock Road has Class II on-street bike lanes west of Prairie City Road. Exhibit 3.11-4 displays existing bicycle facilities within the study area.

Continuous sidewalks exist on both sides of Prairie City Road north of the US 50 interchange ramps to Iron Point Road. Pedestrian facilities are currently provided on the east side of the roadway through the US 50/Prairie City Road interchange. South of the US 50 interchange, no pedestrian facilities are currently provided along Prairie City Road. Most other major roadways within the study area that are located to the north of US 50 have sidewalks on both sides of the roadway, with some missing sections adjacent to vacant parcels.

Within the immediate vicinity of the project site, bicycle and pedestrian facilities are currently not provided because of the undeveloped nature of the area. In coordination with new development and roadway construction, bicycle and pedestrian facilities will be installed according to current standards.

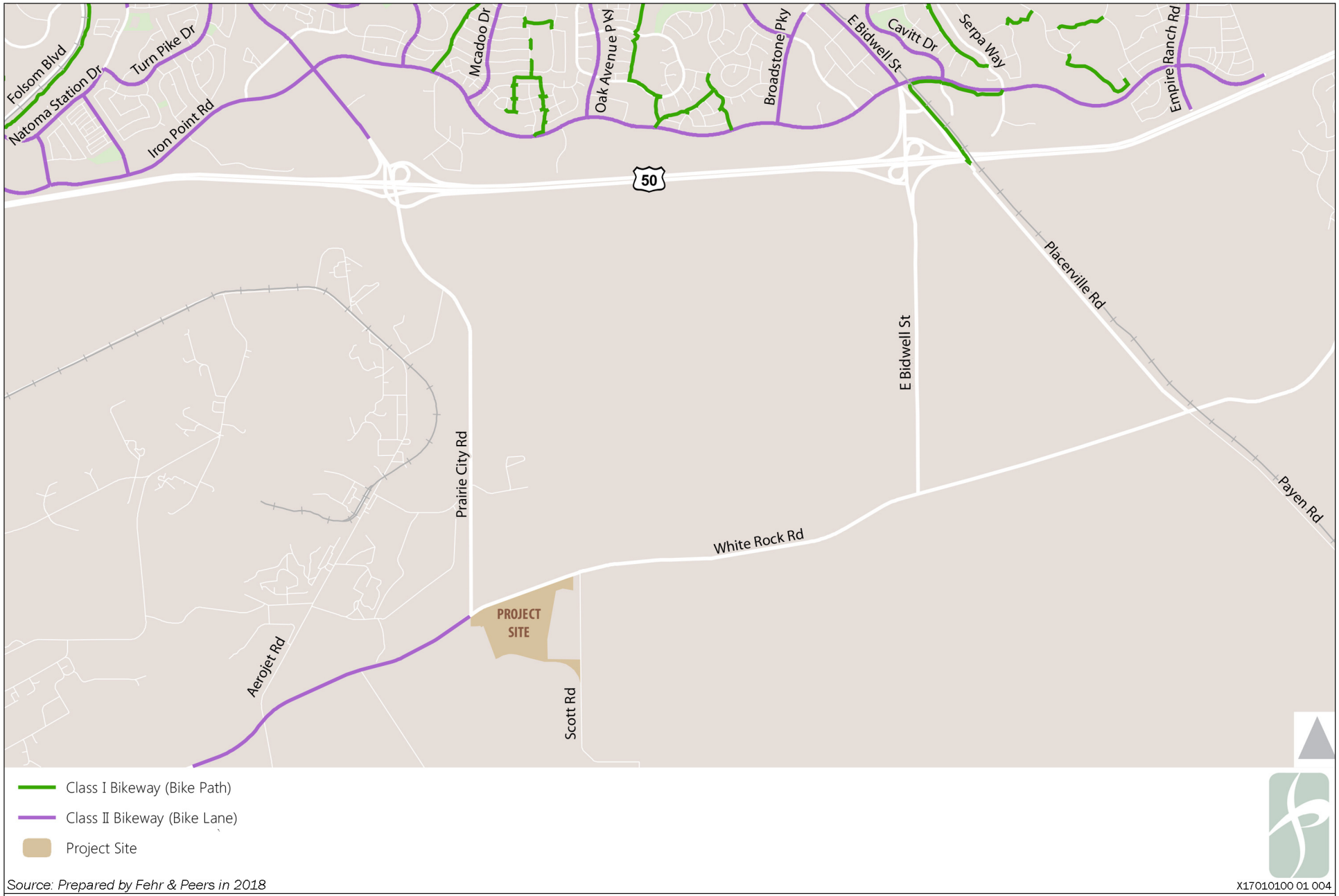
TRANSIT SYSTEM

The City of Folsom Transit Division provides fixed route and dial-a-ride service within the City (Folsom Stage Line). Fixed route service is provided Monday through Friday on three routes. Route 10 runs from 4:25 a.m. to 7:47 p.m. and connects to Sacramento Regional Transit (RT) Light Rail and RT bus Route 24. Route 10 provides service primarily on Iron Point Road within the study area, before continuing north on Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Route 20 runs during the morning commute period from 7:10 a.m. to 7:40 a.m. Monday through Friday, and during the afternoon commute period from 3:15 p.m. to 3:45 p.m. Monday, Tuesday, Thursday, and Friday, and from 1:40 p.m. to 2:10 p.m. on Wednesdays. Route 20 provides service on Broadstone Parkway and Empire Ranch Road within the northeastern portion of the study area. Route 30 runs during the morning commute period from 6:00 a.m. to 8:00 a.m. and during the p.m. peak period from 2:40 p.m. to 5:00 p.m. Monday through Friday. Route 30 connects Woodmere Road and Glenn Rive to City Hall and Folsom Prison.

The Folsom Stage Line Dial-A-Ride service is provided for senior citizens age 55 and older, and residents with physical, developmental, or mental disabilities.

Sacramento RT provides bus and light rail service in the Sacramento region. The Gold Line Light Rail and RT bus Route 24 serve the City of Folsom. Light Rail service is provided 7 days per week, including holidays. Bus service is provided Monday through Friday from 6:00 a.m. to 7:22 p.m. Weekend and holiday service is not provided on Route 24.

Exhibit 3.11-5 displays existing transit service within the study area.



Source: Prepared by Fehr & Peers in 2018

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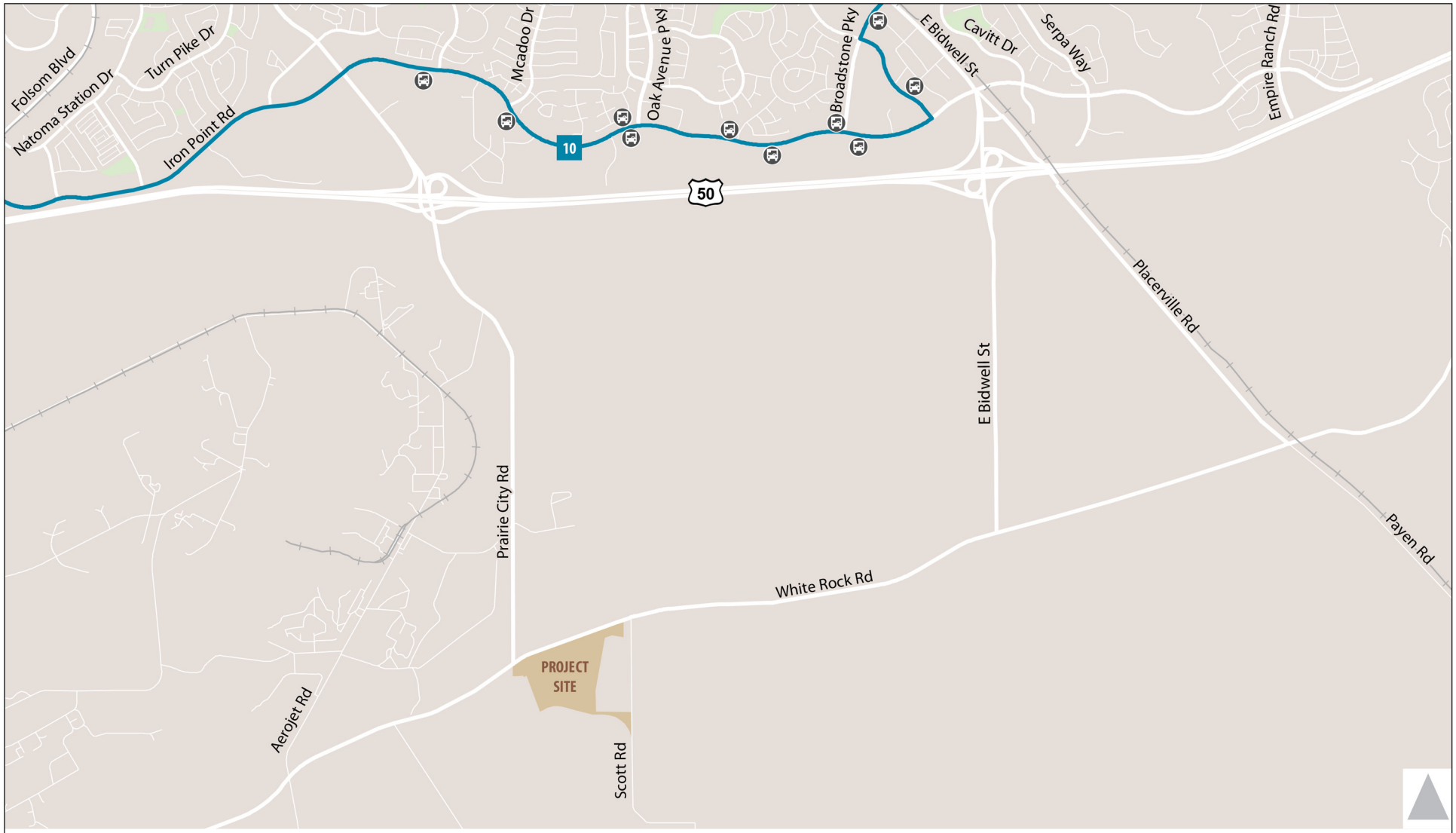
Exhibit 3.11-4

Existing Bicycle Facilities



Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-5

Existing Transit Service

ASCENT ENVIRONMENTAL

3.11.2 Regulatory Framework

FEDERAL

No federal plans, policies, regulations, or laws related to transportation and circulation are applicable to the proposed project. However, federal regulations relating to the Americans with Disabilities Act, Title VI, and Environmental Justice relate to transit service.

STATE

Corridor System Management Plan (US Highway 50)

In 2014, Caltrans released the *United States Route 50 Transportation Concept Report and Corridor System Management Plan* for portions of US 50 within the study area. This report shows existing operations on US 50 as being at LOS F. The report also indicates a Concept LOS E for this corridor.

The above-referenced Caltrans LOS results are based on daily volume-to-capacity comparisons and do not necessarily consider specific operational characteristics (e.g., length of weave sections, peak hour factors, etc.) within the I-5 and US 50 corridors. Nevertheless, these data are valuable in understanding Caltrans' expectations of their current and projected operating performance.

Senate Bill 743

Senate Bill 743, passed in 2013, requires the California Governor's Office of Planning and Research to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS 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 California Governor's Office of Planning and Research is currently updating its CEQA Guidelines to implement SB 743 and is proposing that vehicle miles traveled (VMT) be the primary metric used to identify transportation impacts.

Regional Plans and Programs

The Sacramento Area Council of Governments (SACOG) is responsible for the preparation of, and updates to, the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS, SACOG 2016) and the corresponding Metropolitan Transportation Improvement Program (MTIP) for the six-county Sacramento region. The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (7-year horizon) in more detail. The SACOG board adopted the current MTP/SCS in 2016.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as Sacramento LAFCo's polices, would apply. Furthermore, if the SOIA and annexation are approved, the project site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento County General Plan

The following policy of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

- **Policy CI-10:** Land development projects shall be responsible to mitigate the project's adverse impacts to local and regional roadways.

City of Folsom General Plan

The following policy of the *City of Folsom General Plan* (1993) are applicable to the project:

- **Policy 17.17:** The City should strive to achieve at least a traffic LOS C throughout the City. During the course of Plan buildout it may occur that temporarily higher LOS may result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies or project specific traffic studies as approved by the City of Folsom and monitoring programs.

Folsom Plan Area Specific Plan

The *Folsom Plan Area Specific Plan* (FPASP) (City of Folsom 2011) provides a comprehensive vision for development of the Folsom Plan Area south of US 50. The following policies are applicable to this project:

- **Policy 7.4:** Submit a general plan amendment to the City to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.

- **Policy 7.6:** Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and Class II bicycle lanes that encourage transportation choices within the Plan Area.

- **Policy 7.13:** A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.29 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.

3.11.3 Environmental Impacts and Mitigation Measures

This section describes the analysis techniques, assumptions, and results used to identify potential significant impacts of the project on the transportation system. Transportation and circulation impacts are described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant.

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

The transportation and circulation analysis methodology uses the anticipated travel characteristics of the project, trip generation and mode split assumptions, and vehicle trip distribution, as described below.

Project Elements Affecting Transportation and Circulation

The City's corporation yard operations are currently split among multiple sites. The main corporation yard is at the west end of Leidesdorff Street, with additional corporation yards located at the water treatment plant, a corporation yard adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street, and a corporation yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road.

The main Leidesdorff Yard (5 acres of active use) is fully occupied and unable to support current requirements; thus, the City has developed other smaller corporation yard sites to meet current needs. Approximately 10 acres of additional space is available on the site of the former landfill for passive uses, but even with this available acreage, the existing sites cannot meet current and projected City corporation yard requirements.

After review of current and future needs, the City determined that it would be most efficient if most corporation yard activities were consolidated at one site. The project site provides a location outside of the City's core, close to a soon-to-be expanded roadway, close to development in the FPASP area, close to other noise sources (off-highway motor vehicle uses and a busy roadway), and away from most residential uses. The site is currently within the County of Sacramento's jurisdiction, outside of the City's SOI.

For the purposes of this study, the project is assumed to replace the existing Leidesdorff yard and will include a new facility southeast of the Prairie City Road/White Rock Road intersection. The new facility would accommodate up to 314 employees. Near-term, the project proposes three access scenarios as described below.

- Access Option 1: If the corporation yard is built before Phase 1 of the SouthEast Connector, the City could connect to the existing Prairie City Road/White Rock Road intersection to create a "main gate" road that would curve from the intersection towards the corporation yard entrance. This would be done in a way to remain on land controlled by the landowner and avoid State property. The City would also add an emergency vehicle access only entrance off of Scott Road. (See Exhibit 2-8.)

- Access Option 2: If the SouthEast Connector is built first, the JPA may build their planned Phase 1 which would include realigning the Prairie City/White Rock Road intersection farther east along White Rock Road to the ultimate intersection connection and add a frontage road leading to the Scott Road intersection. In this case, the City could extend from the realigned intersection and realign Scott Road along the southern boundary of the corporation yard site to the new intersection. The frontage road would be abandoned, and Scott Road would be abandoned north of the realignment. (See Exhibit 2-8.)

- Access Option 3a: If the SouthEast Connector is built first, knowing that the City plans to build their corporation yard at this location, the JPA could build their Phase 1 improvements within the right-of-way of the ultimate connection (from the realigned Prairie City Road intersection to the new Scott Road alignment). Option 3a assumes no overpass would be built. (See Exhibit 2-9.)

- Access Option 3b: Once the SouthEast Connector and corporation yard could be built out to the ultimate preferred plan, an overpass and realigned Scott Road would be functional. This is similar to option 3a, but with an overpass. (See Exhibit 2-11.)

This study conservatively assumes a near-term scenario with Access Scenario 1 (i.e., project access via the southern leg of the Prairie City Road/White Rock Road intersection and the existing configuration of the Scott Road/White Rock Road intersection). This assumption is conservative because the existing Scott Road/White Rock Road intersection operates with side street stop control at LOS E and is susceptible to increases in delay associated with the addition of project traffic.

Under cumulative conditions, this study assumes project access via the southern leg of the Prairie City Road/White Rock Road intersection, which will be improved as part of the Capital SouthEast Connector Project.

Project Trip Generation

The existing trip generation of the Leidesdorff Yard serves as a baseline from which to calculate the trip generation of the project based on the growth in employees. As displayed in Table 3.11-4, the existing Leidesdorff Yard has a need of 177 employees and generates 46 a.m. peak hour trips and 17 p.m. peak hour trips based on counts collected in October 2017. The project is expected to need 314 employees,

which represents an increase of 77 percent. This factor was applied to the existing trip generation of the Leidesdorff Yard to estimate the trip generation of the project. As displayed in Table 3.11-4, the project is expected to generate 83 a.m. peak hour trips and 31 p.m. peak hour trips. All project trips are assumed to be vehicle trips (i.e., no project trips are assumed to be made by transit, walking, or biking).

Table 3.11-4 Project Vehicle Trip Generation

Folsom Corporation Yard	Vehicle Trips						
	Need (Employees)	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Existing Leidesdorff Yard	177	46	24	22	17	7	10
Project	314	83	43	40	31	13	18

Notes: Vehicle trip generation for the project is calculated using the trip generation of the existing Leidesdorff Yard and the relative increase in employees expected as part of the project.

Source: data provided by Fehr & Peers in 2018

Daily traffic counts collected at the Leidesdorff Yard driveway document that the a.m. (6:00 – 7:00) and p.m. (12:30 – 1:30) peak hours of project-generated traffic do not coincide with the a.m. (7:00 – 9:00) and p.m. (4:00 – 6:00) peak periods of adjacent street traffic.

Project Vehicle Trip Distribution

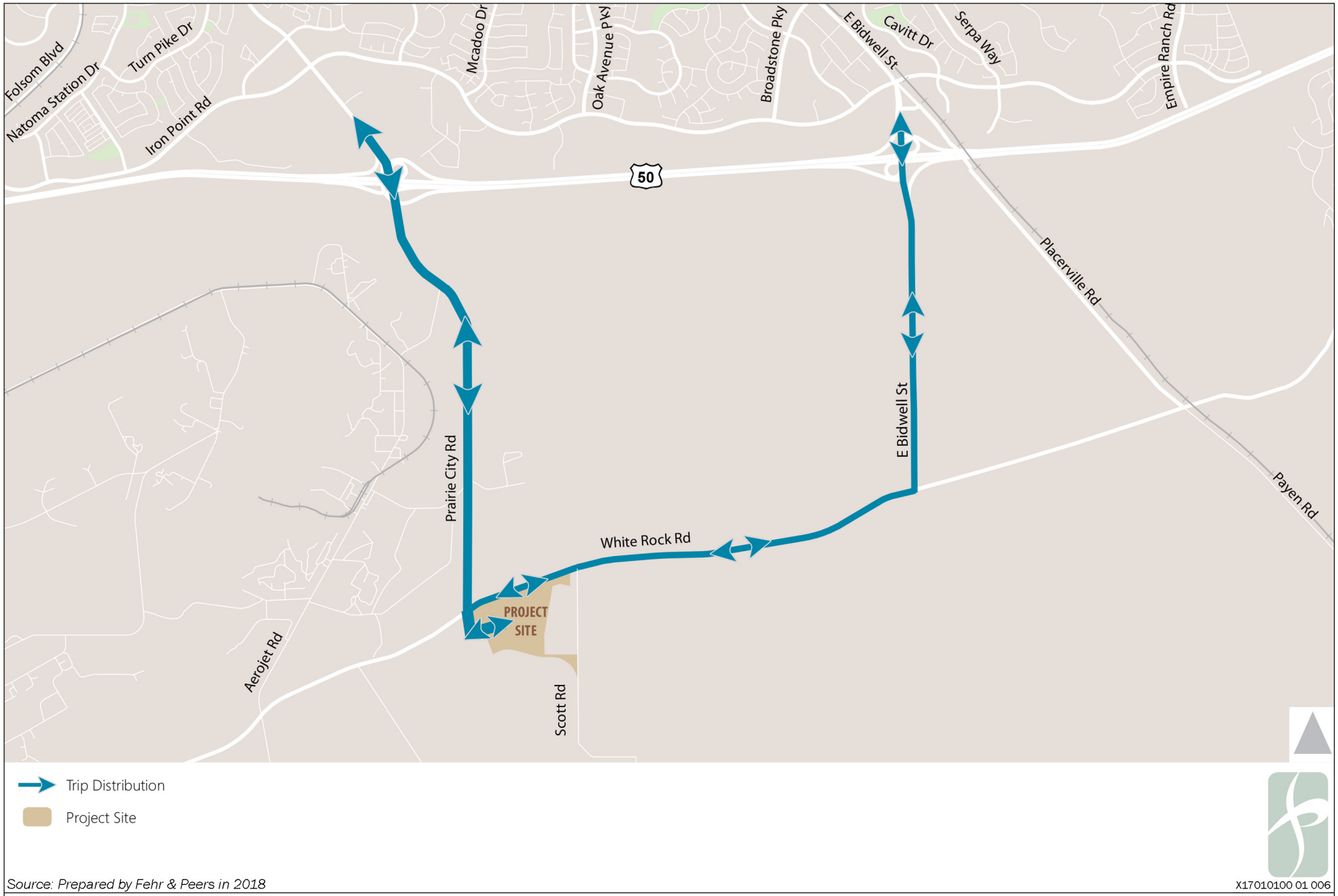
Project vehicle trip distribution was developed using the following assumptions:

- The distribution of existing and project trips reflects the spatial distribution of land uses (i.e. trips are proportionate to the density of land uses);
- All trips generated by the existing Leidesdorff Yard and the project exclusively use local roadways within the City of Folsom (i.e. no trips use freeway facilities); and
- The existing Leidesdorff Yard generates no peak hour trips south of US 50; and therefore, none of these trips pass through any of the study interactions. Solid waste vehicles do utilize roadways through the study area to travel to and from the Keifer landfill, but those trips usually do not occur during the peak hours of adjacent street traffic.

Exhibit 3.11-6 shows the distribution of inbound and outbound project trips under Existing Plus Project conditions. A separate distribution was developed for cumulative conditions to account for the cumulative roadway network and land uses (see "Cumulative Impacts" for discussion). In both distributions, and as documented above, project trips remain on local roadways within the City of Folsom during peak hours. This is reasonable to assume because a significant portion of project-generated trips consist of utility trips (e.g., garbage trucks, maintenance trucks, etc. that remain on local roadways and may operate on semi-fixed routes) that do not exhibit typical trip-making behavior, such as following the shortest path between an origin-destination pair.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to transportation and traffic under CEQA are based on Appendix G of the CEQA Guidelines, and thresholds of significance adopted by the City in applicable general plans and previous environmental documents. The following describes the significance criteria used to identify project-specific and cumulatively considerable impacts to the transportation and circulation system for the project.



Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-6

Trip Distribution – Existing Plus Project Conditions

ASCENT ENVIRONMENTAL

Intersections

Policy 17.17 of the City of Folsom *General Plan* specifies that the City will strive to achieve a minimum LOS C throughout the City. This policy acknowledges that during build-out, temporary worsening of LOS may occur where roadway improvements are not adequately phased. Furthermore, Policy 7.4 of the *Folsom Plan Area Specific Plan* states that the Plan shall, "submit a general plan amendment to the City to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'." For the purposes of this analysis, an impact is considered significant if implementation of the project would result in any of the following:

- traffic generated by the project causes an intersection within the Folsom Plan Area that currently operates (or is projected to operate) at LOS D or better to degrade to LOS E or worse; or
- traffic generated by the project increases the average delay by five seconds or more at an intersection in Folsom Plan Area that currently operates (or is projected to operate) at an unacceptable LOS E or F.

The above interpretation of Policy 17.17 is consistent with the FPASP EIR and subsequent EIRs within the Folsom Plan Area.

Freeway Facilities

Impacts to the freeway system would be significant if:

- project traffic causes off-ramp traffic to queue back to beyond the freeway gore point (i.e. the divergence of the edge lines of the mainline and off-ramp) or worsens an existing/projected queuing problem on a freeway off-ramp; or
- project causes a facility of the US 50 freeway system (i.e., a ramp terminal intersection) that currently operates at LOS E or better to degrade to LOS F; or
- project adds traffic to the US 50 freeway system (i.e., a ramp terminal intersection) that is already operating at LOS F.

Transit

Impacts to the transit system would be significant if the project would:

- adversely affect public transit operations; or
- result in demands to transit facilities greater than available capacity; or
- fail to adequately provide access to transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the project would:

- adversely affect existing or planned bicycle facilities, or
- result in unsafe conditions for bicyclists; or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the project would:

- adversely affect existing or planned pedestrian facilities, or
- result in unsafe conditions for pedestrians; or
- fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

Construction-related traffic impacts would be significant if they would:

- degrade an intersection or roadway to an unacceptable level;
- cause substantial inconvenience to motorists because of prolonged road closures; or
- result in substantially increased potential for conflicts between vehicles, pedestrians, and bicyclists.

ISSUES NOT DISCUSSED FURTHER

All roadway improvements associated with future development of the SOIA/annexation area would be constructed in accordance with applicable City, County, and Caltrans design and safety standards. Thus, the project would not increase hazards because of a design feature or incompatible uses. This issue is not discussed further in this EIR.

Emergency access would be subject to review by the City of Folsom and responsible emergency service agencies; thus, ensuring any future development with the SOIA/annexation area would be designed to meet all City of Folsom emergency access and design standards. Therefore, adequate emergency access would be provided. This issue is not discussed further in this EIR.

The closest airport is Mather Airport, located approximately 7.5 miles southwest of the SOIA/annexation area. Thus, the project would not have impacts on air traffic, and would not result in incompatible uses in the study area. This issue is not discussed further in this EIR.

ENVIRONMENTAL IMPACTS

Potential impacts of the project on the transportation system are evaluated in this section based on the thresholds of significance and analysis results. Mitigation measures are recommended for any identified significant impacts.

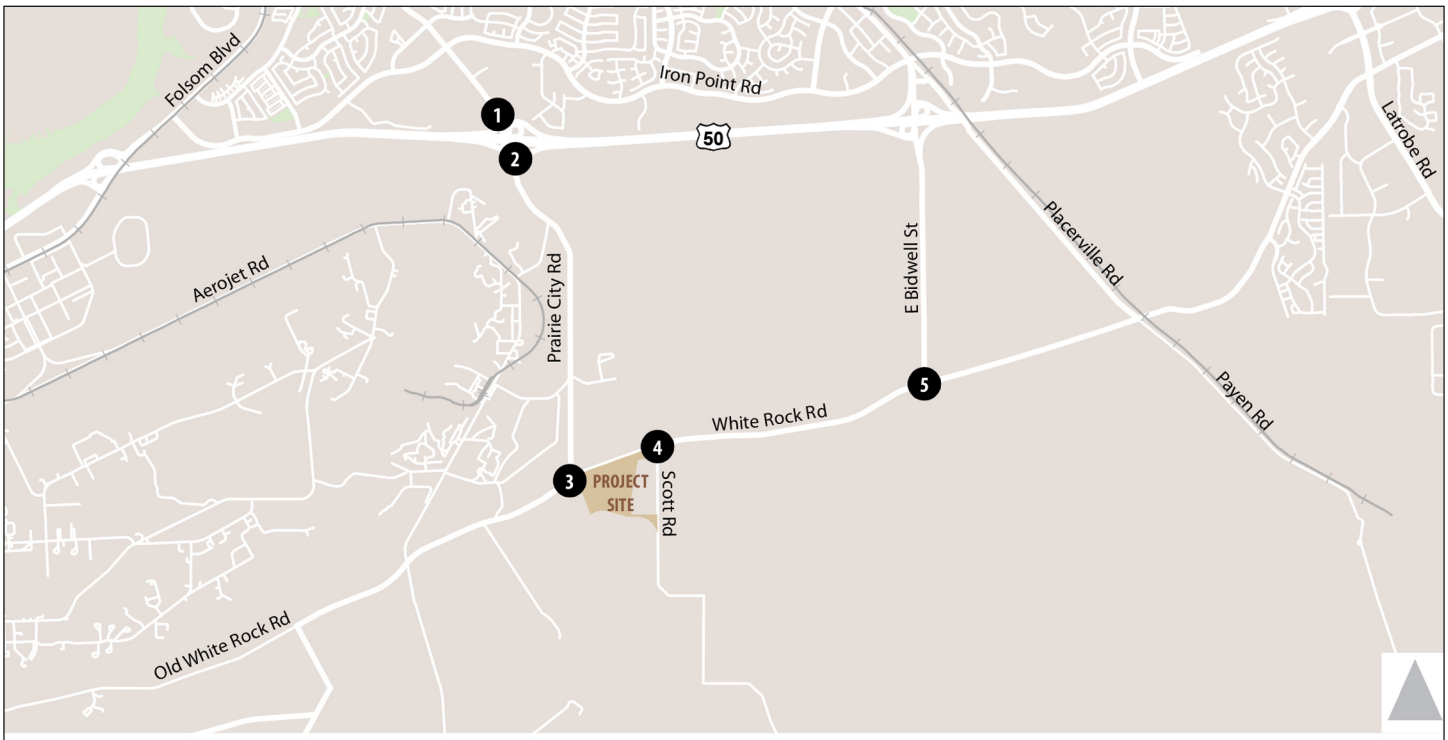
Impact 3.11-1: Impacts to intersection operations

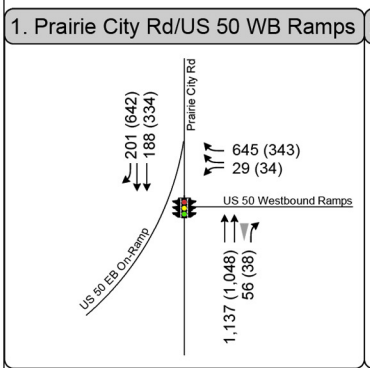
Implementation of the project would add an estimated 83 a.m. peak hour and 31 p.m. peak hour trips to the roadway network in the study area. Based on the traffic modeling and analysis, all study area intersections would operate at acceptable levels of service except for the Scott Road/White Rock Road intersection, which would worsen from LOS D to LOS E in the a.m. peak hour. Because the LOS would degrade from an acceptable level to an unacceptable level, this would be a **significant** impact.

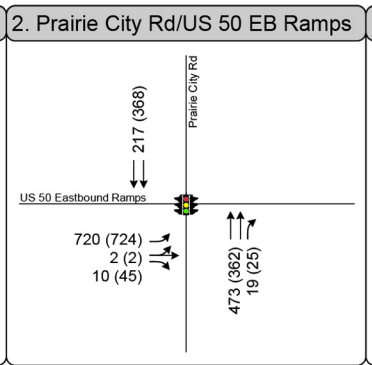
Existing Plus Project traffic volumes account for the addition of vehicle trips associated with the new employees to the existing volumes in accordance with the trip distribution previously presented. Exhibit 3.11-7 displays the resulting a.m. and p.m. peak hour intersection traffic volumes under Existing Plus Project conditions.

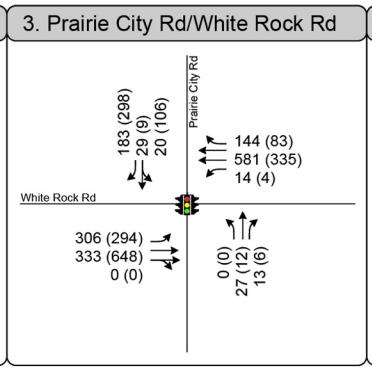
Table 3.11-5 shows the Existing Plus Project peak-hour intersection operations at the study intersections (refer to Appendix E for technical calculations).

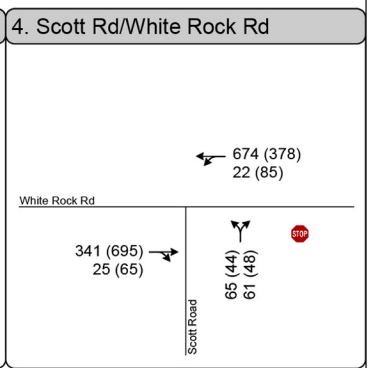
All signalized study intersections would continue to operate acceptably at LOS C or better. The East Bidwell Street/White Rock Road intersection would continue to operate unacceptably at LOS E during both peak hours, but the average intersection delay would not increase by five seconds or more and thus not constitute a significant impact. The side street approach at the Scott Road/White Rock Road intersection would worsen from LOS D to LOS E in the a.m. peak hour and would be a **significant** impact.

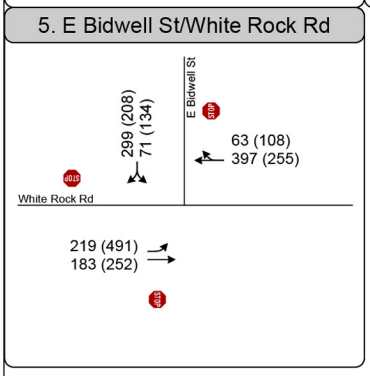


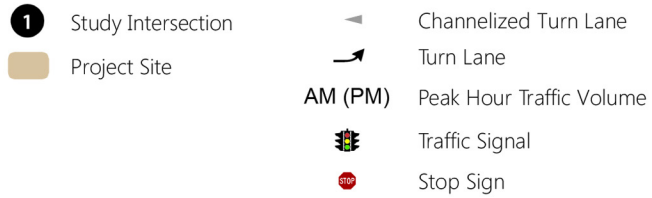












Source: Prepared by Fehr & Peers in 2018

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Exhibit 3.11-7 Peak Hour Traffic Volumes and Lane Configurations – Existing Plus Project

Table 3.11-5 Intersection Operations – Existing Plus Project Conditions

Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
			Delay[1]	LOS	Delay[1]	LOS
1. Prairie City Road / US 50 Westbound Ramps	Signal	AM PM	10 6	A A	10 6	B A
2. Prairie City Road / US 50 Eastbound Ramps	Signal	AM PM	8 7	A A	8 7	A A
3. Prairie City Road / White Rock Road	Signal	AM PM	11 10	B A	22 23	C C
4. Scott Road / White Rock Road	SSSC	AM PM	4 (33) **3 (36)**	A (D) **A (E)**	**4 (36)** **3 (37)**	**A (E)** **A (E)**
5. East Bidwell Street / White Rock Road	AWSC	AM PM	**36** **37**	**E** **E**	**39** **39**	**E** **E**

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled. AWSC = All Way Stop Controlled.

[1] For signalized and AWSC intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized and AWSC intersections are determined based on the overall LOS and average delay; impacts to SSSC intersections are determined based on the delay for the worst movement. Intersection LOS and delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

Bold indicates unacceptable operations; **Bold and underlined** indicates a significant impact.

Source: data provided by Fehr & Peers in 2018

Mitigation Measure 3.11-1: Scott Road realignment or improvements to the Scott Road/White Rock Road intersection.

The removal of the Scott Road/White Rock Road intersection is planned as part of the construction of the Capital SouthEast Connector Project, and thus no mitigation is required with implementation of Access Scenario 2 and Access Scenario 3 as discussed in Section 2.6.3. Access Scenario 1 would be implemented should the project be constructed prior to the Capital SouthEast Connector and is the only access option that requires mitigation because it does not assume removal of the Scott Road/White Rock Road intersection. Since any near-term improvements constructed at the Scott Road/White Rock Road intersection would be removed with construction of the Capital SouthEast Connector Project, this EIR identifies two mitigation options. To satisfy Mitigation Measure 3.11-1, the City shall either:

- Option A: construct the realignment of Scott Road to connect to the Prairie City/White Rock Road intersection. All existing Scott Road traffic traveling through the Scott Road/White Rock Road intersection would instead use the Prairie City Road/White Rock Road intersection; or

- Option B: construct a westbound left turn pocket at the Scott Road/White Rock Road intersection.

Significance after Mitigation

With implementation of Option A, the existing Scott Road east of the project site (and thus the Scott Road/White Rock Road intersection) would no longer exist. As displayed in Table 3.11-6, routing project traffic and the existing Scott Road traffic through the Prairie City Road/White Rock Road intersection would result in LOS C operations during both peak hours at this location and would not generate additional impacts to study intersections.

With implementation of Option B, the significant impact at the Scott Road/White Rock Road intersection would be mitigated to less than significant, although the intersection would still operate unacceptably during the PM peak hour. Traffic volumes (and thus operations) at the Prairie City Road/White Rock Road intersection would not change from Existing Plus Project conditions.

Table 3.11-6 Intersection Operations – Existing Plus Project Conditions with Mitigation

Intersection	Traffic Control	Peak Hour	Existing Plus Project Conditions		Existing Plus Project with Mitigation 3.11-1a		Existing Plus Project with Mitigation 3.11-1b	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
3. Prairie City Road / White Rock Road	Signal	AM PM	22 23	C C	23 25	C C	22 23	C C
4. Scott Road / White Rock Road	SSSC	AM PM	**4 (36)** **3 (37)**	**A (E)** **A (E)**	- -	- -	4 (35) **3 (36)**	A (D) **A (E)**

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled.

[1] For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized intersections are determined based on the overall LOS and average delay; impacts to SSSC intersections are determined based on the delay for the worst movement. Intersection LOS and delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

Bold indicates unacceptable operations; **Bold and underlined** indicates a significant impact.

Source: data provided by Fehr & Peers in 2018

With implementation of Mitigation Measure 3.11-1, this impact would be reduced to **less than significant**.

Impact 3.11-2: Impacts to freeway facilities

Implementation of the project would not add trips to US 50 and would not cause queuing at any freeway off-ramps to approach or extend beyond its storage capacity. Therefore, this impact would be **less than significant**.

Table 3.11-7 displays the Existing Plus Project off-ramp queuing results within the study area during the a.m. and p.m. peak hours. As shown, the project does not result in any change to off-ramp queue lengths. All study freeway off-ramp queues would continue to remain well within the available storage area with the addition of the project. This impact would be **less than significant**.

Table 3.11-7 Off-Ramp Queuing – Existing Plus Project Conditions

Location	Available Storage[1]	Peak Hour	Existing Conditions	Existing Plus Project
			Queue[2]	Queue[2]
US 50 Prairie City Road Westbound Off-Ramp	1,900 feet	AM PM	200 feet 75 feet	200 feet 75 feet
US 50 Prairie City Road Eastbound Off-Ramp	1,500 feet	AM PM	175 feet 175 feet	175 feet 175 feet

Notes:

[1] The available storage length for off-ramp queuing is measured from the noted off-ramp terminal intersection to the freeway off-ramp gore point.

[2] Maximum queue length is based upon output from Synchro software. All queues are rounded up to the nearest 25 feet.

Source: data provided by Fehr & Peers in 2018

Mitigation Measures

No mitigation is required.

Impact 3.11-3: Impacts to Transit

Implementation of the project would not generate new demand for transit trips during either peak hour and would not adversely affect existing transit routes. Furthermore, the project would expand transit storage facilities and office space for administrative employees, which helps the City of Folsom Transit Division to better meet demand. Therefore, this impact would be **less than significant**.

Implementation of the project would not generate new demand for transit trips during either peak hour, and thus would not result in demands to transit facilities greater than available capacity. Although no transit options exist within the study area, the project would expand transit storage facilities and office space for administrative employees, which helps support the expansion of transit service within the City. The project would not significantly affect operations of existing transit lines, nor would it degrade access to transit. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-4: Impacts to bicycle or pedestrian facilities

The project would not adversely affect existing or planned bicycle facilities, result in unsafe conditions for bicyclists, or fail to adequately provide for access by bicycle. Therefore, this would impact would be **less than significant**.

The project would construct curb, gutter, and sidewalk along its frontage, with the exception of White Rock Road, which would be improved with construction of Capital SouthEast Connector Project. The design of the curb, gutter, and sidewalk would reflect City standards. The project would not disrupt existing or planned bicycle/pedestrian facilities, nor would it create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.11-5: Construction-related impacts

Project construction may require restricting or redirecting pedestrian, bicycle, and vehicular movements at locations around the site to accommodate construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours. For these reasons, construction traffic impacts would be **potentially significant**.

Construction may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures; however, access to all nearby parcels will be maintained. Heavy vehicles will access the site and may need to be staged for construction. Construction traffic impacts would be localized and temporary; ample staging area would be available to the construction contractor on the project site, reducing the need for use of streets and other active areas; and the City of Folsom or its contractor would prepare and implement a Construction Traffic Management Plan to reduce the temporary impacts to the degree feasible. These activities could result in degraded roadway operating conditions. Therefore, the impacts are considered **potentially significant**. The duration of construction, number of trucks, truck routing, number of employees, employee parking, truck idling, lane closures, and a variety of other construction-related activities are unknown at this time. Therefore, it would be speculative to conduct any type of quantitative analysis.

Mitigation Measure 3.11-5: Preparation and implementation of a construction traffic and parking management plan.

Prior to the beginning of construction or issuance of building permits, the City will prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan will ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns;
- description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage;
- description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control; and
- description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Significance after Mitigation

Construction traffic impacts would be localized and temporary. The City or its contractor would prepare and implement a construction traffic management plan that meets with the approval of the City Traffic Engineer, in accordance with City Code, which would reduce the temporary impact to the degree feasible. For these reasons, construction traffic impacts of the project would be **less than significant**.

3.12 UTILITIES AND SERVICE SYSTEMS

This section addresses potential environmental effects associated with the increased demand for water, wastewater, and solid waste disposal services. The analysis includes a description of the existing environmental conditions, the methods used for assessment, the potential direct and indirect impacts of project implementation. The analysis is focused on those areas where demand for services may increase because of growth anticipated to result from future development. For discussions of drainage and groundwater, see Section 3.9, *Hydrology and Water Quality*. For a discussion of energy infrastructure and use, including electricity and natural gas, see Section 3.6, *Energy*.

Comments received on the notice of preparation regarding utilities and services systems included concerns about water supply and availability, ability to serve the site with wastewater service, compliance with Central Valley Regional Water Quality Control Board (CVRWQCB) rules, and environmental impacts of extending sewer service.

3.12.1 Environmental Setting

WATER SERVICE

The City of Folsom provides water to most of the city of Folsom, as well as some areas outside the city. The City is responsible to provide water service south of U.S. Highway 50, including a portion of the area in unincorporated Sacramento County west of Prairie City Road and east of the Rancho Cordova city boundary. There is no existing water service to the project site, and the project site is not currently within the service area of any water purveyors.

WATER SUPPLY

Groundwater Supply

The City does not pump groundwater as part of the City's public water supply for use south of Highway 50 and has not pumped groundwater as a public water supply in any part of the City service area since 2005 (City of Folsom 2016). Groundwater in the project area has never been used and is not anticipated to be used by the City for a public water supply. The Aerojet Superfund Site is located to the north and west of the project site and is under U.S. Environmental Protection Agency (EPA) administrative order to extract and treat contaminated groundwater. Through a 2007 agreement with Aerojet Rocketdyne, Inc. (Aerojet), Aerojet conveyed to the City certain rights to treated groundwater produced by Aerojet's Groundwater Extraction and Treatment (GET) A/B Facility (GET A/B On-Site Water) for a water supply for the Aerojet Industrial Facility, with any excess groundwater potentially available to the City for other uses. The GET A/B Facility is under an EPA administrative order that requires extraction and treatment of groundwater, and the quantities required by EPA are adequate to provide the Aerojet Industrial Facility with the non-potable water supply required.

The Empire Ranch Golf Course and Intel Corporation use groundwater within city boundaries, but not through the City. The golf course uses groundwater in the spring and early summer months as a primary source of irrigation water. Intel uses groundwater as an emergency source, having established two emergency backup wells. Although analyses indicate good water quality in both wells, the wells are not constructed for potable use (City of Folsom 2016).

Surface Water Supply

The City currently has rights to 34,000 afy of surface water diversion from the American River at the Folsom Reservoir or the Folsom South Canal. These supplies are based on different water rights and contracts and include:

- 22,000 afy pursuant to a settlement contract with the United States, which reflects a pre-1914 appropriative water right, authorizing diversions from the Folsom Reservoir via the Folsom South Canal.
- 5,000 afy pursuant to a separate settlement contract with the United States an assigned to the City by Golden State Water Company, which reflects a pre-1914 appropriative water right authorizing diversions from the Folsom Reservoir of the Folsom South Canal.
- 7,000 afy from a Central Valley Project (CVP) contract entitlement with the United States Bureau of Reclamation.

Raw water is treated at the Folsom Water Treatment Plant (WTP) located on East Natoma Street and Randall Drive. The treatment plant has a capacity of 50 million gallons per day (mgd); treated water is stored in two storage reservoirs at the water treatment plant and at 10 treated water storage tanks/reservoirs located throughout the City's water distribution system.

When the FPASP was approved, the City had planned to purchase a permanent assignment of not more than 8,000 afy of CVP contract water from the Natomas Mutual Water Company (NCMWC) to serve the FPASP area. In addition, the City and SCWA entered into a memorandum of understanding for the City to acquire the right to use 6.5 mgd on average of dedicated capacity in the SCWA's 85 mgd portion of the Freeport Project. Due to uncertainty in the schedule for the Bureau of Reclamation to approve the assignment of NCMWC CVP entitlement water supply to the City, the City revised the FPASP's water supply to a combination of the pre-1914 entitlement to 5,000 afy and yield from the City's actions to conserve water within its existing water supplies, resources, and facilities. The City is implementing a variety of water conservation actions that ultimately could result in up to 8,700 afy of water savings. The City's conservation program includes implementation of the State's model Water Efficient Landscape Ordinance and the California Green Building Codes Standard. The water supply for the FPASP area relies on two components of the City's conservation program; leak fixes (4,600 afy) and implementation of metered rates (1,850 to 3,700 afy). The City conducted an environmental review of using conservation actions as a viable source for the FPASP area through an *Addendum to the Folsom South of U.S. 50 Specific Plan Project for the Revised Proposed Off-site Water Facility Alternative*. The City Council approved the use of conserved water to serve the FPASP area in 2012, having conducted substantial technical analysis of its conservation program to determine its reliable yield (City of Folsom 2012).

Total Water Supply

Including both groundwater and surface water supplies, the City of Folsom has 38,790 af under contract and of that amount 5,600 af of water supply could be used in the FPASP area (see Table 3.12-1).

Table 3.12-1 City of Folsom Current and Projected Water Supplies

Water Source	Contracted Volume	2015	2035
San Juan Water District (serves the Ashland Water Service Area within Folsom)	1,540	1,540	1,540
Pre-1914 (USBR)	22,000	22,000	22,000
Pre-1914 (SCWC)	5,000	5,000	5,000
CVP (USBR)	7,000	7,000	7,000
GET Water	3,250	3,250	3,250
Total	**38,790**	**38,790**	**38,790**

Note: afy = acre-feet per year
Source: City of Folsom 2016

Current and Planned Water Demand and Water Supply Sources

Water demand for the entire City of Folsom Service Area in 2035 is projected to be 29,283 af for both potable and nonpotable water combined (City of Folsom 2016).

The base daily water use between 2011 and 2017 is shown below in gallons per capita per day (GPCD) (Table 3.12-2) (City of Folsom 2018). The City's future projected water use in its service area, including the FPASP area, and the portions of unincorporated Sacramento County it serves, will increase by approximately 43 percent over 2017 production by 2035 (City of Folsom 2018). Water demand, however, will not exceed City water supplies or the WTP's capacity. In addition, the City continues to reduce per capita water use in accordance with the Water Conservation Act of 2009 and the 20X2020 Water Conservation Plan (State Senate Bill x7-7).

Table 3.12-2 Base Daily Water Use within the City between 2011 and 2017

Year	Total Water Use (AF)	GPCD
2011	26,406	390
2012	25,510	372
2013	26,094	374
2014	20,515	289
2015	17,869	246
2016	19,607	266
2017	20,375	272

Source: Yasutake, pers. comm., 2018

The surface water supply as shown in Table 3.12-3 is combined from the surface water sources showed in Table 3.12-1. The planned supplies and demand shown in Table 3.12-3 are representative of anticipated supplies and demand in a normal year. The supplies also reflect limitations that may occur under dry years. Maintaining the same amount of supply during a normal year is possible because groundwater levels are not reduced during a drought as they are diverted from another location.

Table 3.12-3 City of Folsom Current and Planned Annual Water Demand and Sources of Supply

	2010 (af)	2015 (af)	2020(af)	2025 (af)	2030 (af)
Surface Water Supply	34,000	34,000	34,000	34,000	34,000
Groundwater Supply	3,250	3,250	3,250	3,250	3,250
Recycled Water Supply	–	–	–	–	–
San Juan Water District	1,331	1,540	1,540	1,540	1,540
Total Water Supply	**38,581**	**38,790**	**38,790**	**38,790**	**38,790**
Water Demand	**26,423**	**17,869**	**25,575**	**27,685**	**28,527**
Surplus (+)/Deficit (-)	12,158	20,921	13,215	11,105	10,263

Note: af = acre-feet; mg = million gallons; 1 acre-foot = 325,851 gallons

Source: City of Folsom 2016; Yasutake pers. comm. 2018

WASTEWATER

The project site does not have any existing sewer or wastewater infrastructure and is not currently served by a municipal wastewater service provider. The City of Folsom is responsible for wastewater services within the city limits, including lands immediately north of the project site.

The City collects sewage within the city limits, which is routed through interceptors owned by the Sacramento Regional County Sanitation District (Regional San) and treated at the Sacramento Regional Wastewater Treatment Plant (SRWWTP) located just north of the City of Elk Grove. Two interceptors, the Folsom East Interceptor and the Folsom Interceptor, and one pump station serve the City. Because of water conservation measures, recent and projected wastewater inflows to the Regional San system have been flat and declining, and the peak of approximately 170 mgd in 2006 is not anticipated to be surpassed again until 2025. The SRWWTP has a permitted dry-weather flow design capacity of 181 mgd, which is not expected to be exceeded until after 2030. The SRWWTP's 2020 Master Plan provides for the expansion of the SRWWTP capacity to 218 mgd if needed (City of Folsom 2014: 8-27). As of 2015, the SRWWTP receives and treats an average of 150 mgd each day, and the SRWWTP discharge constituents are below permitted discharge limits specified in the NPDES permit (Regional San 2015).

Regional San is in the process of constructing upgrades to the SRWWTP (EchoWater Project) to meet more stringent treatment levels required by CVRWQCB. To meet these requirements, Regional San is undertaking a major upgrade to the SRWWTP to implement new processes, including; biological nutrient removal that will eliminate nearly all ammonia and most nitrate from treated effluent; filtering to remove very small particles and pathogens; and a higher level of disinfection to remove even more pathogens. The EchoWater Project is projected to be phased in beginning in 2020, with project completion in 2023 (SRCSD 2015).

SOLID WASTE DISPOSAL

The project site is within the service boundaries of the Sacramento County Department of Waste Management and Recycling; however, the site is not currently served by solid waste collection services, The City provides solid waste collection services within the city including lands immediately north of the project site. Refuse from the project site would be sent to Kiefer Landfill, a Class III landfill located at 12701 Kiefer Boulevard in Sloughhouse. This landfill is the primary solid waste disposal facility in Sacramento County and is operated by the County. The landfill is permitted to receive a maximum of 10,815 tons per day and as of 2005 had a remaining capacity of 112,900,000 cubic yards. Closure is estimated in the year 2064. The City's 2010 disposal amounted to 139.4 tons of refuse per day. The City provides curbside collection of recycling and greenwaste to facilitate diversion of solid waste disposed away from the landfill. The City's residential disposal rate in 2010 was 3.9 pounds per person per day (PPD), well below the diversion target of 7.0 PPD (Folsom 2014: 8-39, 8-43).

3.12.2 Regulatory Framework

The reader is referred to Section 3.9, *Hydrology and Water Quality*, for a discussion of applicable groundwater and stormwater/drainage regulations and plans.

FEDERAL

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters of the United States. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint sources (nonpoint source discharges are further discussed in Section 3.9, *Hydrology and Water Quality*). Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

Resource Recovery and Conservation Act

The Resource Recovery and Conservation Act of 1976, Subtitle D focuses on state and local governments as the primary planning, regulating, and implementing entities for the management of nonhazardous solid

waste, such as household garbage and nonhazardous industrial solid waste. To promote the use of safer units for solid waste disposal, Subtitle D provides regulations for the generation, transportation, and treatment, storage, or disposal of hazardous wastes. EPA developed federal criteria for the proper design and operation of municipal solid waste landfills and other solid waste disposal facilities, but state and local governments are the primary planning, permitting, regulating, implementing, and enforcement agencies for management and disposal subject to approval by EPA. EPA approved the State of California's program on October 7, 1993.

STATE

California Water Code

Water Code Section 10910 et seq. defines the projects for which the preparation of a Water Supply Assessment (WSA) is required as well as the lead agency's responsibilities related to the WSA. The Water Code also clarifies the roles and responsibilities of the lead agency under CEQA and of the water supplier with respect to describing current and future supplies compared to current and future demands. A WSA is required for:

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed hotel or motel, or both, having more than 500 rooms;
- a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- a mixed-use development that includes one or more of the uses described above;
- a development that would demand a volume of water equivalent to or greater than the volume of water required by a 500-dwelling unit project; and
- for lead agencies with fewer than 5,000 water service connections, any new development that would increase the number of water service connections in the service area by 10 percent or more.

Under Section 10910 of the Water Code, the lead agency must identify the affected water supplier and ask the supplier whether the new demands associated with the project are included in the supplier's Urban Water Management Plan. If the Urban Water Management Plan includes the demands, it may be incorporated by reference in the WSA. If there is no public water system to serve the project, the lead agency must prepare the WSA.

California Model Water Efficient Landscape Ordinance

The California Model Water Efficient Landscape Ordinance (MWELO) sets restrictions on outdoor landscaping. Because both Sacramento County and the City of Folsom are "local agencies" under the MWELO, they must be consistent with the requirements of the MWELO for their review and approval. The MWELO was most recently updated by the Department of Water Resources and approved by the California Water Commission on July 15, 2015. All provisions became effective on February 1, 2016. The revisions, which apply to new construction with a landscape area greater than 500 square feet, reduced the allowable coverage of high-water-use plants to 25 percent of the landscaped area. The MWELO also requires use of a dedicated landscape meter on landscape areas for residential landscape areas greater than 5,000 square feet or non-residential landscape areas greater than 1,000 square feet; and requires weather-based

irrigation controllers or soil-moisture based controllers or other self-adjusting irrigation controllers for irrigation scheduling in all irrigation systems.

NPDES Permit for the Sacramento Regional Water Treatment Plant

In April 2016, CVRWQCB issued WDR Order No. R5-2016-0020 (NPDES No. CA 0077682) to the Regional San for its Sacramento Regional Wastewater Treatment Plant (SRWWTP), which treats wastewater from its service area before discharging it to the Sacramento River. The original permit for the SRWWTP was issued in October 1974. This is an NPDES self-monitoring permit that outlines performance standards for the effluent into the Sacramento River. The water quality objectives established in the CVRWQCB Basin Plan are protected, in part, by NPDES Permit No. CA 0077682.

The quality of the effluent that can be discharged to waterways within the Sacramento area is established by the CVRWQCB through Waste Discharge Requirements (WDRs) that implement the NPDES permit. WDRs are updated at least every 5 years. A new permit must be issued in the event of a major change or expansion of the facility.

California Green Building Standards Code

Chapter 4, Division 4.3 of the 2016 California Green Building Standards Code (CALGreen) requires conservation of water used indoors, outdoors, and in wastewater conveyance associated with residential land use. These include requiring the installation of water conserving plumbing fixtures and fittings, and requirements for outdoor potable water use in land use areas consistent with the MWELO. Division 4.4 relates to material conservation and resource efficiency for residential construction. This includes requirements for waste diversion and recycling of construction debris and building operation and maintenance. Similarly, Chapter 5, Division 5.3 includes standards for indoor and outdoor water use associate with non-residential land uses. Division 5.4 relates to material conservation and resource efficiency for residential construction. This includes requirements for waste diversion and recycling of construction debris and building operation and maintenance.

Cortese-Knox-Hertzberg Local Government Reorganization Act

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 establishes procedures for local government changes of organization, including annexations. The act addresses amendments to spheres of influence (California Government Code Sections 56425 – 56434). To prepare and update spheres of influence in accordance with Section 56430, LAFCo must conduct a review of the municipal services provided in the county or other appropriate area. In conducting a service review, LAFCo must comprehensively review all of the agencies that provide services within the designated geographic area before, or in conjunction with, an action to establish or update a sphere of influence. Government Code Section 56653 requires that prior to a local agency submitting an application to LAFCo for a change of organization (annexation into the City) the local agency must submit a plan for providing services within the affected territory.

LOCAL

The project site lies within the jurisdictional boundaries of Sacramento County; therefore, the County's policies, as well as LAFCo's polices, would apply. Furthermore, if the SOIA is approved, the site would be in the jurisdiction of the City of Folsom. Thus, applicable policies of the City of Folsom's General Plan are described below.

Sacramento LAFCO Policies, Standards, and Procedures

The following Sacramento LAFCo policies, standards, and procedures relate to utilities.

Chapter IV, General Standard

Section F. Application of the California Environmental Quality Act to Changes of Organization or Reorganization and Spheres of Influence.

- **Standard F.4.** In preparing an Initial Study for the project subject to LAFCo review, the LAFCo will generally consider the project to have the potential to significantly affect the environment if one or more of the following situations exists:

  - If buildout of the project may result in the capacity of any public service or facility being exceeded or substantially affected. For the purposes of this provision, public facilities or services include, but are not limited to: sewage disposal, water service, flood control facilities, drainage facilities, law enforcement, fire protection, school, parks, libraries, gas and electric service, and solid waste disposal. A public service or facility shall be considered "substantially affected" if the additional demand generated by the project would result in the facility or service exceeding 110 percent of its design capacity, or 120 percent of the available capacity.

  - If the project has substantial growth-inducing potential because it would result in:

    - extending a sewer truck line to a substantial area not currently served; or
    - extending water service to a substantial area not currently served.

Sacramento County General Plan

The following policies of the *Sacramento County 2030 General Plan* (Sacramento County 2011) are applicable to the project:

Public Facilities Element

- **Policy PF-1**: New water facilities shall be planned to minimize impacts to in-stream water flow in the Sacramento and American Rivers.

- **Policy PF-2:** Municipal and industrial development within the Urban Service Boundary but outside of existing water purveyors' service areas shall be served by either annexation to an existing public agency providing water service or by creation or extension of a benefit zone of the SCWA.

- **Policy PF-3:** Public water agencies shall comply with General Plan policies prior to annexation of additional service areas.

- **Policy PF-4:** Connector fees for new development shall cover the fair share of costs to acquire and distribute surface water to the urban area.

- **Policy PF-7:** Although sewer infrastructure will be planned for full urbanization consistent with the Land Use Element, an actual commitment of additional sewer system capacity will be made only when the land use jurisdiction approves development to connect and use the system.

- **Policy PF-8:** Do not permit development which would cause sewage flows in the trunk or interceptor system which would cause an overflow.

- **Policy PF-9:** Design trunk and interceptor systems to accommodate flows generated by full urban development at urban densities within the ultimate service area.

- **Policy PF-11:** The County shall not support extension of the regional interceptor system to provide service to areas within the unincorporated County which are beyond the Urban Service Boundary. This shall not prohibit the County from supporting the extension of the regional interceptor system to areas outside the USB which are being proposed for annexation to a city.

- **Policy PF-18:** New development projects which require extension or modification of the trunk or interceptor sewer systems shall be consistent with sewer facility plans and shall participate in established funding mechanisms.

- **Policy PF-19:** Extension or modification of trunk or interceptor sewer systems that are required for new developments shall be consistent with sewer facility plans and shall participate in an established funding mechanism. New development that will generate wastewater for treatment at the SRWTP shall not be approved if treatment capacity at the SRWTP is not sufficient to allow treatment and disposal of wastewater in compliance with the SRWTP's NPDES Permit.

- **Policy PF-22:** New transfer station facilities shall be located in industrially zoned areas at distances from residential areas consistent with standards contained in the Noise Element.

- **Policy PF-25:** Transportation of solid waste shall utilize the safest practical means and routes of transport.

City of Folsom General Plan

The following policies of the *City of Folsom General Plan* (1993) are applicable to the project:

- **Policy 40.1:** No permit for construction shall be issued for any new development not served by existing municipal facilities until the following conditions have been met:
  - The applicant can provide for the installation and/or financing of needed public facilities.
  - The project is included in the area covered by an existing facilities plan approved by the City.
  - The project can be served by on-site or private facilities meeting City and County health and safety requirements.
- **Policy 40.4:** All new developments shall be planned for an urban level of services:
  - Sanitary sewer lines of appropriate size to accommodate the project and that will tie into the City's main lines.
- **Policy 40.5:** The City shall annually monitor the City's available municipal water supply to ensure adequate reserves exist to serve projected water demand.

3.12.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

While approval of the SOIA and annexation, along with changes to land use and zoning designations, would not result in physical changes to the site, approval of the SOIA/annexation would remove barriers to the development of a future corporation yard at this site. Therefore, this analysis considers the potential environmental impacts of the development of a future corporation yard.

This analysis assumes that the SOIA/annexation would lead to development of the project site in a manner generally consistent with the proposed conceptual land use scenario. As such, the calculations of utility demand are based on the development potential identified in Chapter 2, *Project Description*.

THRESHOLDS OF SIGNIFICANCE

An impact on utilities is considered significant if implementation of the project would do any of the following:

- not comply with wastewater treatment requirements of the applicable RWQCB;

- require or result in the construction of new water- or wastewater-treatment or conveyance facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- require new or expanded water-supply entitlements because sufficient water supplies are not available to serve the project from existing entitlements and resources;
- 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;
- be served by a landfill with sufficient capacity to accommodate the project's solid waste disposal needs; or
- not comply with federal, state, and local statutes and regulations related to solids waste.

ISSUES NOT DISCUSSED FURTHER

Future development of the project site would convey wastewater to the SRWWTP, which operates under waste discharge requirements issued by CVRWQCB. Because the SRWWTP is regulated by CVRWQCB and would be required to ensure that its wastewater discharge to the Sacramento River meets all applicable water quality requirements, the project would not result in wastewater that would exceed the requirements of CVRWQCB. This impact is not discussed further. The potential to overburden the existing wastewater treatment facility, requiring new or expanded facilities to meet applicable treatment requirements, is discussed below.

Future development of the project site would generate solid waste associated with operation of the site and construction-related waste from grading, clearing, and erecting buildings. Construction and operation of the future development within the project site would follow all relevant federal, state, and local statutes and regulations associated with collection and disposal of waste generated at the site. Thus, there would be no impact related to violation of solid waste laws and regulations and this topic is not discussed further.

As described in Chapter 2, *Project Description,* the project has three potential access options. The evaluation of utilities and service systems would not be affected by these options. Therefore, separate impacts associated with each option is not discussed further in this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: Require or result in the construction of new or expanded water or wastewater treatment facilities, the construction of which could cause significant environmental effects

Implementation of the project would interconnect with water and wastewater infrastructure constructed as part of the FPASP development area immediately north of the project site. All onsite facilities have been evaluated throughout the resource chapters of this EIR. As a result, the project would have **less-than-significant** wastewater and water supply facility impacts.

The water and wastewater infrastructure needs for the project were evaluated by MacKay & Somps and development of the project site can be adequately served through water and wastewater distribution facilities being constructed as part of the FPASP immediately north of the project site (MacKay & Somps 2017). Potential impacts associated with construction of these facilities has been evaluated as part of environmental review for the FPASP. Potable water would be provided to the project site via a 12-inch water

main within Prairie City Road and another 12-inch water main located within the residential development to the north.

Wastewater infrastructure would be provided to the project site via a 15-inch sewerline at Prairie City Road and White Rock Road, which would then connect to a 12-inch Prairie City Road sewerline. The Prairie City Road sewerline would flow north to Alder Creek Parkway and then Alder Creek Parkway Sanitary Sewer Lift Station. The Alder Creek Parkway Sanitary Sewer Lift Station pumps to the SRWWTP. The project would also include a small onsite sewer lift station near the southwest corner of the project site (MacKay & Somps 2017). Construction of this lift station would be within the footprint of the project site analyzed in this EIR.

Therefore, adequate distribution capacity exists within the water and wastewater facilities evaluated as part of the FPASP. In addition, all onsite facilities have been evaluated throughout the resource chapters of this EIR. As a result, the project would have **less-than-significant** wastewater and water supply facility impacts.

Mitigation Measures

No mitigation is required.

Impact 3.12-2: Require new or expanded entitlements to water

Presently, there are no public water supply facilities within the project site and the project site is not served by a water purveyor. Implementation of the project would increase water supply demands in the City that would use surface water. Pursuant to the City's 2015 Urban Water Management Plan, the City has adequate water supplies to serve the project under normal, dry, and multiple-dry year conditions. This impact would be **less than significant**.

The project site is currently outside the City's service area and does not obtain water service from the City. Upon annexation, the project site would be included in the City's service area. The City of Folsom's 2015 Urban Water Management Plan projects and evaluates water demands for the City's water service area (City of Folsom 2016).

The anticipated water demand for the future corporation yard is anticipated to be 6 af per year, while the City's water demand for 2030 is projected to be 28,527 af (City of Folsom 2018). The anticipated 2030 water demand of the City in combination with the future water for the project site would be 28,533 af per year. The City's 2030 water supply is projected to be between 34,750 af in multiple dry year conditions and 38,790 af in normal water year conditions. Therefore, the water demand of the future corporation in combination with other City water demands would be well below the City's water supply, and the future corporation yard would not cause a substantial increase in water demand. Therefore, the City's existing water rights would be adequate to serve the project site and provides the City with a long-term reliable and secure surface water supply source.

The City does would not use groundwater to serve the project site. Therefore, implementation of the project, would not affect the annual sustainable yield of any groundwater basins. Thus, water supply impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.12-3: Exceed the capacity or the wastewater treatment provider

The SRWWTP has a design capacity of 181 mgd with the potential to expand to 218 mgd. Future development of the project site according to the conceptual land use plan is estimated to generate less than 0.012 mgd of wastewater. The SRWWTP would have adequate capacity to treat wastewater flows generated by future development of the project site. This impact would be **less than significant**.

The project site is outside of Regional San's SOI. See Chapter 6, *Reorganization,* for a discussion of potential environmental impacts of Regional San annexing the project site into their district. If annexed, the site would be served by Regional San. As discussed above, the SRWWTP has a design capacity of 181 mgd with the potential to expand to 218 mgd. As of 2015, the SRWWTP receives and treats an average of 150 mgd each day. Regional San expects that substantial water conservation measures throughout the service area would allow the existing 181 mgd average dry-weather flow capacity to be adequate for at least 40 more years (SRCSD 2014:6-2). Development of the project site with a future corporation yard is estimated to generate an average dry-weather flow of approximately 6,000 gallons per day (gpd). Using a conservative peaking factor of 2.0 for wet weather flow (during rain events that accounts for infiltration and inflow) the maximum wastewater generated by the site would be 12,000 gpd or 0.012 mgd. The wastewater generated by the site would be less than 1 percent of the flow capacity of the SRWWTP and would be well below the remaining capacity of 31 to 68 mgd. Therefore, the SRWWTP would have adequate capacity to treat wastewater flows generated by future development of the project site. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.12-4: Generate solid waste that would exceed the permitted capacity of the landfill serving the area

Based on the current rates of solid waste generation and the capacity of the landfills that serve the area, there is sufficient capacity in landfills to serve as a future corporation yard. Therefore, this is a **less-than-significant** impact on the permitted capacity of the affected landfills.

Construction of a future corporation yard would result in site clearing and the generation of various construction wastes, including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and nonrecyclable construction-related wastes. The CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 50 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on site or mixed; and identifying diversion facilities where the materials collected will be taken.

Once built, solid waste collection and disposal for the corporation yard would be serviced by the City, and disposed of at Kiefer Landfill. Keifer Landfill has 112,900,000 cubic yards available to serve future development. The closure date of the Kiefer Landfill is anticipated to be approximately January 1, 2064. Using the CalRecycle solid waste generation rates for industrial land uses (62.5 pounds per 1,000 square feet per day) (CalRecycle 2016), development of the project site with 174,389 net square feet of built space would generate 10,900 pounds of garbage each day (1,989 tons per year) because of employees of commercial, office, and industrial land uses, which would amount to approximately 1,530 cubic yards per year. Thus, the future development of the project site would not substantially affect the permitted capacity of the landfill that serves the area. This would be a **less-than-significant** impact.

Mitigation Measures

No mitigation is required.

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4 CUMULATIVE IMPACTS

4.1 CEQA REQUIREMENTS

CEQA requires that an EIR include an assessment of the cumulative impacts that could be associated with project implementation. This assessment involves examining project-related effects on the environment in the context of similar effects that have been caused by past or existing projects, and the anticipated effects of future projects. An EIR must discuss the cumulative impacts of a project when its incremental effect will be cumulatively considerable. Although project-related impacts may be individually minor, the cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed (CEQA Guidelines, Section 15130(a)). Section 15130(a)(3) states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. Section 15130(b) indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, that it should reflect the severity of the impacts and their likelihood of occurrence, and that it should be focused, practical, and reasonable.

4.2 CUMULATIVE IMPACT ANALYSIS

4.2.1 Cumulative Impact Analysis Methodology

Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. Section 15130(a)(3) of the State CEQA Guidelines states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

The State CEQA Guidelines (Section 15130) identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects, or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This analysis uses a combination of the list and planning document approach, as described further below.

PAST, PRESENT, AND PROBABLY FUTURE PROJECTS

The effects of past and present projects on the environment are reflected by the existing conditions in the project area. A list of probable future projects is provided below. Probable future projects are those in the project vicinity that have the possibility of interacting with the project to generate a cumulative impact (based on proximity and construction schedule) and either:

- are partially occupied or under construction,
- have received final discretionary approvals,

- have applications accepted as complete by local agencies and are currently undergoing environmental review, or
- are proposed projects that have been discussed publicly by an applicant or that otherwise become known to a local agency and have provided sufficient information about the project to allow at least a general analysis of environmental impacts.

The cumulative list considers related projects likely to be partially or fully constructed by the year 2036. This time period was selected because it coincides with the timing of the introduction of project impacts (i.e., project impacts would be introduced by construction and operational activities).

4.2.2 Cumulative Setting

GEOGRAPHIC SCOPE

The geographic area that could be affected by the project varies depending on the environmental resource topic. When the effects of the project are considered in combination with those other past, present, and probable future projects to identify cumulative impacts, the specific projects considered may also vary depending on the type of environmental effects being assessed. Table 4-1 presents the general geographic areas associated with the different resource topics addressed in this analysis.

Table 4-1 Geographic Scope of Cumulative Impacts

Resource Topic	Geographic Area
Aesthetics	Sacramento County/City of Folsom
Agricultural and Forestry Resources	State/Sacramento County
Air Quality	Sacramento Valley Air Basin
Biological Resources	Sacramento Valley/South Sacramento County
Cultural and Tribal Cultural Resources	Sacramento County/City of Folsom
Energy	Sacramento Municipal Utility District and Pacific Gas and Electric Company service areas
Greenhouse Gases and Climate Change	Global/state-wide
Hazards and Hazardous Materials	Sacramento County/City of Folsom
Hydrology and Water Quality	Sacramento County/City of Folsom
Noise	Immediate project vicinity where project-generated noise could be heard concurrently with noise from other sources
Transportation and Circulation	Regional and local roadways and freeways where the SOIA/annexation could contribute traffic that could alter traffic conditions
Utilities and Service Systems	Sacramento County/City of Folsom

Source: Compiled by Ascent Environmental in 2018

PROJECTS CONTRIBUTING TO POTENTIAL CUMULATIVE IMPACTS

The State CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects (the "list approach") or the use of adopted projections from a general plan, other regional planning document, or certified EIR for such a planning document (the "plan approach"). For this EIR, the list and plan approach have been utilized to generate the most reliable future projections possible.

Probable future projects considered in the cumulative analysis meet the criteria described above: they are in the project vicinity and have the possibility of interacting with the project to generate a cumulative impact

(Table 4-2). This list of projects was considered in the development and analysis of the cumulative settings and impacts for most resource topics within the geographic scope of each resource topic (as listed in Table 4-1). Past and present projects in the vicinity were also considered as part of the cumulative setting, as they contribute to the existing conditions upon which the SOIA/annexation and probable future projects' environmental effects are compared.

Table 4-2 Cumulative Project List

	Project Name	Location	Description	Status
1	Capital Southeast Connector	Extends from the Interstate 5/Hood Franklin Road interchange in southwest Sacramento County to U.S. Highway 50 in the community of El Dorado Hills	35-mile-long multi-modal transportation facility that would link communities in Sacramento and El Dorado Counties, including Elk Grove, Rancho Cordova, Folsom, and El Dorado Hills.	Construction scheduled to start Summer 2018
2	Prairie City SVRA General Plan	Located in south Sacramento County, just south of White Rock Road, near the Prairie City Road intersection	Approximately 1,100-acre off-highway vehicle recreation area with off-highway vehicle practice tracks and competition areas.	Currently in operation with plans to continue operation and expand visitor uses.
3	Folsom Plan Area Specific Plan	South of U.S. Highway 50, west of, and adjacent to, the border with El Dorado County	Mixed-use residential and commercial development including parks, open space, schools, and a transit corridor on 3,585 acres. An anticipated full buildout of the Folsom Plan Area Specific Plan would include 11,337 new housing units and 2.8 million square feet of commercial.	Approved in 2011. Construction on backbone infrastructure currently in progress.

PLANNING DOCUMENTS

Sacramento Area Council of Governments 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy

In 2016, the Sacramento Area Council of Government's (SACOG) approved the *2036 Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS), which is a regional transportation plan and land use strategy designed to support good growth patterns, including:

- Increased housing and transportation options;
- Inwardly-focused growth and improved economic viability of rural areas;
- Minimized direct and indirect transportation impacts on the environment;
- A transportation system that delivers cost- effective results and is feasible to construct and maintain;
- Effective connections between people and jobs;
- Improved opportunities for businesses and citizens to easily access goods, jobs, services, and housing; and
- Real, viable choices for methods of travel.

The MTP/SCS built on the foundation provided by the Blueprint project and includes a land use strategy to improve mobility and reduce travel demand from passenger vehicles by prioritizing compact and transit-oriented development, reducing the growth in vehicle miles traveled (VMT) and associated greenhouse gas emissions. The MTP/SCS also includes projections for the location of growth within the region, between jurisdictions and among housing place types (i.e., infill and greenfield development). The 2016 MTP/SCS maps show the SOIA/annexation area as "Lands Not Identified for Development in the MTP/SCS or Blueprint." The 2016 MTP/SCS includes no growth projections for the SOIA/annexation area for 2036.

Sacramento County General Plan

The current Sacramento County General Plan, titled *Sacramento County General Plan of 2005–2030*, was adopted on November 9, 2011. The Sacramento County General Plan provides an inventory of land supply within the county, and projects the amount and location of land and density, and intensity of development that will be required to accommodate future populations and economic growth through 2030.

City of Folsom General Plan

The City of Folsom General Plan is a broad framework for planning the future of Folsom. It is the official policy statement of the City Council to guide the private and public development of the city in a manner to gain the maximum social and economic benefit to the citizens. Buildout under the 1993 General Plan would result in 28.184 dwelling units and 69.333 residents. General plan amendments since the 1993 plan have included the FPASP area south of U.S. Highway 50.

The City is in the process of updating its general plan and released a draft general plan in January 2017.

4.3 ANALYSIS OF CUMULATIVE EFFECTS

The basis of the cumulative analysis varies by technical area. For example, air quality impacts are evaluated against conditions in the air basin. Other cumulative analyses, such as cultural resources, consider the potential loss of resources in a broader, more regional context. Cumulative impacts for each technical area are discussed below.

Significance criteria, unless otherwise specified, are the same for cumulative impacts as project impacts for each environmental topic area. When considered in relation to other probable future projects, cumulative impacts to some resources could be significant and more severe than those caused by the project alone.

4.3.1 Aesthetics

The visual resources cumulative setting consists of the existing rural visual character of the area south of U.S. Highway 50 and in greater Sacramento County and urban development north of U.S. Highway 50 and west towards Rancho Cordova and east into El Dorado County. The existing and projected future urban development in the cities of Folsom, Rancho Cordova, Sacramento, Sacramento County, and El Dorado County is expected to further contribute to the cumulative conversion of open space and agricultural areas to suburban uses and new lighting and glare sources. This cumulative impact would be significant.

Future development of the SOIA/annexation area would alter the existing visual landscape characteristics of the 58 acres of the project area from open space/grazing and grasslands to industrial uses (buildings, parking, and landscaping). This would substantially alter public views of the SOIA/annexation area from public roadways and the nearby SVRA and would also introduce new sources of lighting and glare. The project would contribute to the regional loss of open space and agricultural lands because of development in the City of Folsom, City of Rancho Cordova, and Sacramento County (based on the plans identified in Table 4-2). Cumulatively, the loss of open space as an aesthetic feature would be a significant impact.

While Mitigation Measures 3.1-1, 3.1-2, and 3.1-3 would address screening future development, and reducing potential negative effects of light and glare, the project would ultimately result in the conversion of open space land and further contribute to regional losses of this visual resource and contribute to skyglow impacts. The project's contribution to cumulative impacts related to loss of a scenic vista, visual character, and skyglow are considered **cumulatively considerable and significant and unavoidable**.

4.3.2 Agriculture and Forestry Resources

Development in the Sacramento region along with implementation of the City of Folsom General Plan (including the FPASP) and the Sacramento County General Plan would result in the continued loss of farmland in the region. The Sacramento County General Plan EIR identified that implementation of General Plan planned land uses would result in the loss of up to 8,867 acres of designated farmland (Sacramento

County 2010:1-7). This cumulative impact would be significant. However, the project site does not contain Important Farmland. Therefore, the project does not contribute to this cumulative condition.

From 1988 to 2016, Sacramento County has lost 64,260 acres of agricultural land (FMMP 2017). This accounts for 18 percent of Sacramento County's farmland. This is a significant cumulative impact. The conversion of 58 acres to non-agricultural uses would contribute to this cumulative impact. As discussed in Section 3.2, *Agriculture and Forestry Resources*, approximately 50 acres of the site qualify as "prime agricultural land" as defined under Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act. Sacramento County. The conversion of farmland would be relatively small in the context of the county's entire agricultural land base (0.02 percent) and would not cause a substantial reduction in the county's total agricultural production. However, the conversion of agricultural land would contribute to the incremental decline of farmland the county and would result in the irreversible conversion of this agricultural land. In addition, future development of the SOIA/annexation area could adversely affect nearby agricultural uses and result in the conversion of adjacent agricultural lands. The project's contribution would be cumulatively considerable.

Implementation of Mitigation Measure 3.2-1 would assist in reducing the project's contribution to this cumulative impact. However, these mitigation measures would not create new farmland to replace farmland that could be lost. There is no additional feasible mitigation available. Thus, the project's contribution would remain **cumulatively considerable** and **significant and unavoidable.**

4.3.3 Air Quality

AIR POLLUTANTS

Construction and operation of the future corporation yard would result in emissions of criteria air pollutants in Sacramento County within the jurisdiction of the Sacramento Metropolitan Air Quality Control District (SMAQMD). Sacramento County is currently in nonattainment for ozone, respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}), and fine particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$) with respect to the California ambient air quality standards (CAAQS), and with respect to the national ambient air quality standards (NAAQS). High traffic volumes may result in considerable contributions to nearby existing land uses. This cumulative impact would be significant.

As shown in Table 3.3-5, construction-related maximum daily emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ and annual emissions of PM_{10} and $PM_{2.5}$ would not exceed the respective thresholds throughout the estimated 24-month buildout period Based on conservative modeling, construction of the future corporation yard would not exceed NO_X, PM_{10}, and $PM_{2.5}$ thresholds. Therefore, construction emissions would not contribute to the existing nonattainment condition in the SVAB with respect to the CAAQS and NAAQS for ozone and particulate matter (PM). Ozone impacts are the result of the cumulative emissions from numerous sources in the region and transport from outside the region. Ozone is formed in chemical reactions involving NO_X, ROG, and sunlight. All but the largest individual sources emit NO_X and ROG in amounts too small to have a measurable effect on ambient ozone concentrations by themselves. However, when all sources throughout the region are combined, they can result in severe ozone problems.

As shown in Table 3.3-6, operation-related activities would not result in mass emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ that exceed the SMAQMD-recommended thresholds of significance. Thus, ROG, NO_X, PM_{10}, and $PM_{2.5}$ emissions generated under full buildout of the future corporation yard would not result in adverse air quality impacts to existing surrounding land uses nor contribute to the adverse air quality conditions in the SVAB.

Construction- and operation-related activities would not exceed SMAQMD-recommended thresholds of significance for any criteria air pollutant. Thus, the project's contribution to cumulative construction and operational air quality impacts **would not be cumulatively considerable**.

CARBON MONOXIDE CONCENTRATIONS

As identified in Section 3.11, *Transportation and Circulation*, at complete buildout, the future corporation yard would generate up to 937 average daily trips (ADT), including up to 83 trips during the a.m. peak hour and up to 31 during the p.m. peak hour. Heavy-duty vehicles would constitute up to 25 percent of the trips generated by the future corporation yard. Therefore, none of the intersections would be anticipated to accommodate traffic volumes that would exceed 31,600 vehicles per hour, even assuming all trips occurred at the same intersection. The total trip generation of the future corporation yard is 937, which is below the criteria for a single intersection. Also, because of stricter vehicle emissions standards in newer cars, new technology, and increased fuel economy, CO emissions are expected to be substantially lower in future years than under existing conditions. Furthermore, the future corporation yard would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other location in which horizontal or vertical mixing of mobile-source CO emissions would be substantially limited. Thus, local mobile-source CO emissions generated by the future corporation yard would not result in or substantially contribute to concentrations that exceed the 1-hour or 8-hour ambient air quality standards for CO. As a result, the project's contribution to cumulative CO concentrations **would not be cumulatively considerable**.

TOXIC AIR CONTAMINANTS

The future corporation yard does not include the addition of any new sensitive receptors so this impact addresses TAC sources associated with operation of the new and relocated corporation yard. As identified in Section 3.3, *Air Quality,* operation of the conceptual land use plan could result in new sources of toxic air contaminants (TACs) associated with increase in heavy-duty truck trips (i.e., diesel exhaust) on City roads, diesel exhaust emissions associated with daily operational activities at the corporation yard (e.g., loading, unloading, idling, fueling). Guidance from SMAQMD's Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways and CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors should not be placed within 500 feet of freeways or urban streets with traffic volumes that exceed 100,000 vehicles per day or rural roads with 50,000 vehicles per day. As described in Section 3.11, *Transportation and Circulation*, the project would generate approximately 937 ADT (i.e., new TAC sources) that travel on the surrounding roadway network, and therefore; would not be considered a substantial increase in mobile-source TACs. CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors not be placed within 1,000 feet of a distribution center that accommodates more than 100 trucks per day. Although no existing offsite residential receptors are located within 1,000 feet of the future corporation yard, there are proposed residential receptors located 245 feet north of the future corporation yard. Diesel PM-generating trucks loading/unloading and idling at the future corporation yard could potentially expose future sensitive receptors to increased TAC emissions. However, diesel PM-generating trucks loading/unloading and idling at the future corporation yard could expose new sensitive receptors to increased TAC emissions, thus resulting in an incremental increase in cancer risk that that exceeds 10 in one million and/or a hazard index of 1.0 or greater. Implementation of Mitigation Measures 3.3-1 would assist in minimizing exposure of sensitive receptors to TAC emissions generated by the future corporation yard. Although the future corporation yard would reduce TAC emissions to the extent feasible, long-term emission reductions cannot be quantified or verified, and the possibility remains that emissions may not be reduced to a less than significant level into perpetuity. Operation of the future corporation yard may contribute to the nonattainment status of the region and may conflict with CAAQS and NAAQS. Thus, the project's contribution to cumulative operational TAC concentrations is considered **cumulatively considerable** and **significant and unavoidable**.

4.3.4 Biological Resources

CUMULATIVE IMPACTS

The SOIA/annexation area is bounded to the south and west by open grassland habitat; however, over the past 10 to 15 years, significant urban and suburban development have taken place north and east of the SOIA/annexation area. The overall trend of urban and suburban development, roadway construction and

widening, and conversion of existing grassland habitat, will continue throughout the region within the vicinity of the project. Impacts to special-status plant and wildlife species, and sensitive natural communities, from these projects in the region would be the same as those described in Section 3.4, *Biological Resources*, of this EIR. This cumulative impact would be significant.

All potential cumulative projects within must comply with federal, state, and local regulations, including ESA, CESA, CWA, and CEQA regarding listed or other protected species and habitats. Potential impacts to special-status plants, special-status wildlife, and sensitive natural communities will require mitigation to reduce project impacts to a less-than-significant level. Implementation of the SSHCP, if adopted, would provide habitat conservation and avoidance and minimization measures to preserve biological diversity and provide a framework for development that would not likely jeopardize the continued existence of covered species. The SSHCP would reduce site-specific and cumulative impacts of development by replacing project-by-project mitigation with comprehensive, long-term strategies for conserving, protecting, and maintaining viable populations of covered species and natural habitats.

As described in Section 3.4, *Biological Resources*, future development in the SOIA/annexation area would contribute to cumulative impacts to special-status plants, western spadefoot, burrowing owl, Swainson's hawk, golden eagle, northern harrier, white-tailed kite, vernal pool fairy shrimp, vernal pool tadpole shrimp, American badger, wetlands and other waters of the United States and state, and local tree preservation policies. The mitigation measures for these resources (Mitigation Measures 3.4-1, 3.4-2a, 3.4-2b, 3.4-2c, 3.4-2d, 3.4-2e, 3.4-2f, 3.4-3, and 3.4-4) would reduce impacts to less-than-significant levels with the exception of the loss of Swainson's hawk habitat and the regional loss of habitat for special-status species. Development within the grasslands in Sacramento County represents the loss of some of the last large open areas of natural habitat within the region. Further conversion and fragmentation of grassland habitat would reduce wildlife species' ability to persist within this habitat, including special-status species like Swainson's hawk. Therefore, while the project would implement mitigation measures that would offset these impacts to the extent possible, the project's contribution would be **cumulatively considerable** and **significant and unavoidable**.

4.3.5 Cultural and Tribal Cultural Resources

The cumulative context for cultural, tribal cultural, and paleontological resources is Sacramento County, including the City of Folsom. Continued urbanization of the region in accordance with applicable land use plans as well as those approved and proposed development projects described previously, could result in the damage to or destruction of cultural and paleontological resources in the region. This cumulative impact would be significant.

HISTORIC RESOURCES

Two historical resources are known on the project site. One of the resources is a mining district that encompasses a larger region. Because no features of the mining district exist within the project site, the project would not remove any of the character defining features of the mining district and would not change its NRHP-eligibility. The second resource is White Rock Road. The second resource could experience impacts because of minor roadway improvements such as ingress/egress and turn lanes. However, impacts to White Rock Road were also anticipated by other nearby projects. Mitigation for those impacts has already been completed to the satisfaction of the City of Folsom, US Army Corps of Engineers, and the California State Historic Preservation Office. Therefore, the project's contribution to cumulative historic resource impacts **would not be cumulatively considerable**.

ARCHAEOLOGICAL RESOURCES

Based on the results of the cultural resources report, there is one archaeological resource within the project site that has been evaluated as eligible for the NRHP. There are no known prehistoric-era archaeological sites within the SOIA/annexation area. Future development of the site could impact the known archaeological

resource and ground-disturbing activities from future corporation yard development could also result in discovery or damage of as yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. Implementation of Mitigation Measure 3.5-2a would ensure that the project's contribution would not be cumulatively considerable by requiring the City to avoid the resource, cap, or implement data recovery. In addition, because it is possible to find previously unknown archeological materials, Mitigation 3.5-2b would reduce that potential impact by requiring appropriate procedures if a previously unknown archeological resource is found. This mitigation measure would offset the project's contribution. Therefore, the project's contribution to cumulative archaeological resource impacts **would not be cumulatively considerable**.

TRIBAL CULTURAL RESOURCES

As described in Section 3.5, *Cultural and Tribal Cultural Resources*, consultation with the United Auburn IC concluded that the Tribe had no concerns and knows of no TCRs within the project area. Because no resources meet the criteria for a TCR under PRC Section 21074, there would be no impact to tribal cultural resources. Therefore, the project's contribution to cumulative tribal cultural resource impacts **would not be cumulatively considerable**.

PALEONTOLOGICAL RESOURCES

The project site is underlain with metamorphic rock and Mesozoic granite, which have a low paleontological potential. No paleontological resources are known to occur within the project site or a one-mile radius of the site. Therefore, the project's contribution to cumulative paleontological resource impacts **would not be cumulatively considerable**.

4.3.6 Energy

The geographic area considered for cumulative impacts related to energy use includes the service areas for the Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric (PG&E). SMUD and PG&E employs various programs and mechanisms to support provision of these services to new development; various utilities charge connection fees and re-coup costs of new infrastructure through standard billings for services.

WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY

The City's corporation yard operations are currently split among multiple sites, and the existing sites cannot meet current and projected City corporation yard requirements. Existing yard operations are housed in older buildings which are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. The new corporation yard is necessary for City department needs. However, the future corporation yard would increase electricity and natural gas consumption in the region. The future corporation yard would require construction of new utility connections. Development of the future corporation yard would increase electricity and natural gas consumption at the site. Thus, the project's contribution to cumulative energy use **would be cumulatively considerable**.

Mitigation Measures

Implement Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures.

Implementation of Mitigation Measure 3.7-1 provided in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, would further improve the energy efficiency of the future corporation yard through construction reductions, site design features, and potential changes to renewable fuels. Implementation of the Mitigation Measure 3.7-1 would improve operational and transportation energy efficiency of the future corporation yard that would ensure that the future corporation yard's energy consumption would not be considered wasteful, inefficient, or unnecessary. For these reasons, impacts of the project would be reduced and the project **would not have a considerable contribution** such that a new significant cumulative energy impact would occur.

ENERGY INFRASTRUCTURE

Development of the future corporation yard would increase electricity and natural gas consumption and require new utility connections. Several power lines and towers run through the property; however, no utilities (e.g., natural gas and electricity) are located on site.

The Public Utilities Commission obligates SMUD and PG&E to maintain the capacity to provide energy to planned developments. Therefore, SMUD and PG&E would review final development plans once submitted and would determine infrastructure connection specifics at that time. Specific energy demand would be calculated in coordination with SMUD and PG&E to ensure that the future corporation yard is adequately served. If offsite infrastructure is needed, the potential environmental effects of any new or expanded offsite utilities would be considered by the utility provider through separate CEQA review. The physical environmental impacts from construction or operation of offsite improvements could remain significant after implementation of mitigation (i.e., significant and unavoidable), or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level as it is unknown at this time what the extent of these impacts may be. However, offsite transmission facilities were considered as part of the FPASP EIR/EIS and generally contemplated that pole-mounted transmission lines would be located along the northern boundary of White Rock Road near the project site. The impacts of construction of these improvements were evaluated in the FPASP EIR/EIS. However, SMUD has not prepared final designs of this alignment to determine whether changes would be required. Further, neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any facility improvements. The future corporation yard would contribute to the need for new/expanded energy infrastructure that could result in significant environmental impacts. Therefore, the future corporation yard's contribution would be **cumulatively considerable** and **significant and unavoidable**.

4.3.7 Greenhouse Gas Emissions

As discussed in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, impacts of greenhouse gas (GHG) emissions and climate change are inherently cumulative because project emissions of GHGs by themselves would not be so substantial as to alter the global climate. As identified in this section, implementation of Mitigation Measure 3.6-1 would offset future development GHG emissions such that the project's GHG impacts **would not be cumulatively considerable**.

4.3.8 Hazards and Hazardous Materials

The project's public health hazard impacts related to the use, handling, and transportation of hazardous materials and contamination, are associated with site-specific issues that are not connected to cumulative conditions in the region. On a cumulative basis, hazardous impacts would be less than significant.

There is no existing significant adverse cumulative condition relating to hazards and hazardous materials near the project and, alone, the incremental impacts of the project would not cause a significant adverse cumulative impact. Further, construction activities associated with the project would not substantially increase the hazard potential in the study area, and operation of the project would not cause a significant adverse cumulative impact. Mitigation is recommended to address the project's site-specific impacts to a less-than-significant level. As a result, the project **would not have a considerable contribution** such that a new significant cumulative public health hazard impacts would occur.

4.3.9 Hydrology, Drainage, and Water Quality

Previous, on-going, and future development in Sacramento County and the City of Folsom have contributed to additional demands on groundwater resources that may further drawdown groundwater elevations and available water supply, surface and groundwater water quality impacts, and regional increases in peak drainage flows from increased impervious surfaces. This cumulative impact would be significant.

WATER QUALITY

As identified in Impact 3.8-1, future development of the SOIA/annexation could introduce construction and operational water pollutants into stormwater discharges. Implementation of Mitigation Measure 3.8-1 would require that stormwater drainage master planning be prepared for the project site as part of future site development that would require compliance with City stormwater quality requirements that are tied to its NDPES permit requirements to protect surface water quality. This mitigation measure would offset project's contribution to cumulative water quality impacts. Therefore, the project's contribution to cumulative water quality impacts **would not be cumulatively considerable.**

GROUNDWATER RESOURCES

Water supply for future development of the project site would be served by the City of Folsom, and the City would not use groundwater to supply to project site. Therefore, the project would not directly deplete groundwater supplies.

However, the addition of significant areas of impervious surfaces (e.g., roads, parking lots, buildings) can interfere with this natural groundwater recharge process. Upon full project buildout, most of the project site would be covered with impervious surfaces, which would limit the potential for groundwater percolation to occur on the project site. Onsite drainage plans would be designed to retain, capture, and convey increased runoff in accordance with the City design standards and State requirements. These standards and regulations generally require the use of LID features such as vegetated swales, permeable paving, use of landscaping for infiltration, and other measures that would retain runoff as much as possible and allow for onsite infiltration. Furthermore, the project is not anticipated to significantly affect groundwater quality because sufficient stormwater infrastructure would be constructed as part of project to detain and filter stormwater runoff and prevent long-term water quality degradation. Thus, the future development of the project site is not expected to substantially deplete groundwater supplies or lower groundwater levels. The project's contribution to potential groundwater use under cumulative conditions **would not be cumulatively considerable**.

DRAINAGE

As identified in Impact 3.8-3, future development of the project site would increase the quantity of impervious surfaces, which could alter the drainage pattern, or increase the rate or amount of surface runoff. The increased runoff could also discharge at a greater rate, leading to higher peak flows during storm events that could increase the potential for stormwater to cause flood conditions and to transport urban pollutants. This would contribute to cumulative flow conditions within the Buffalo Creek Watershed. Implementation of Mitigation Measure 3.8-1 would require that stormwater drainage master planning be prepared for the project site as part of future site development that would require compliance with City drainage and stormwater quality requirements, and require no increase in existing no drainage flows off site. Therefore, the project's contribution to cumulative drainage impacts **would not be cumulatively considerable.**

4.3.10 Noise and Vibration

CONSTRUCTION NOISE

The nature of construction noise effects are such that project-related construction activities would have to occur simultaneously and near those of other projects for a cumulative effect to occur. It is not anticipated that construction would occur on any of the land directly surrounding the project site to the east, west, and south. However, development is planned directly north of the project site (Folsom Plan Area Specific Plan [FPASP]) and could potentially occur concurrently with construction at the SOIA/annexation area.

The portion of the FPASP area, directly north of the project site is the Alder Creek development area which will consist of single-family, multi-family, commercial, and open space land uses. The Alder Creek

development area could be constructed prior to the remainder of the FPASP area. Therefore, if sensitive receptors within the Alder Creek development were developed and present, construction of other FPASP areas adjacent to the Alder Creek development could potentially occur concurrently with construction at the SOIA/annexation area. Therefore, sensitive receptors within the Alder Creek development area could potentially be exposed to construction noise from both sites and a potentially significant cumulative construction noise impact could occur.

Construction of the project would generate noise localized to the project site, and when combined with other nearby future construction activities could result in sensitive receptors located in the City of Folsom experiencing construction-generated noise levels that exceed the City of Folsom daytime and nighttime exterior noise standards of 50 L_{eq}/70 L_{max} and 45 L_{eq}/65 L_{max}, respectively (see Table 3.9-11/3.9-12). Section 8.42.060 of the City of Folsom Code exempts project construction associated noise during the timeframe of 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday. However, it is possible that certain construction activities on the sites would need to occur during the non-exempt and more noise-sensitive nighttime hours at both sites. As such, if construction-noise at the project were to occur concurrently with future construction activities located at nearby development, the project could combine and result in a **considerable contribution to a potentially significant and unavoidable cumulative impact**.

CUMULATIVE TRAFFIC NOISE

Future cumulative traffic noise levels would be affected by additional build-out of surrounding land uses and increases in vehicular traffic on affected roadways. Several new large developments within the FPASP (e.g., Alder Creek development area) are planned in the area surrounding the project site and would generate vehicle trips on many of the same roadways as project.

Traffic-noise modeling was conducted for the future (cumulative) condition with and without development of the project on the SOIA/annexation area, the results of which are shown in Table 4.3.

Table 4-3 Summary of Modeled Traffic Noise Levels under Cumulative and Cumulative Plus Project Conditions

Segment Description	Applicable Exterior L_{dn}/CNEL Noise Standard for Land Uses along Roadway Segment (dBA)[1,2]	Allowable Exterior L_{dn} Noise Standard Increase (dBA)[3]	L_{dn} at 100 feet from Roadway Centerline		Change (dBA)
			Cumulative No Project	Cumulative Plus Project	
Prairie City Road (US 50 eastbound ramps to Alder Creek Parkway)	60[1]	1.5	72.0	72.3	0.3
Prairie City Road (Alder Creek Parkway to Street D)	60[1]	1.5	71.4	71.7	0.3
Prairie City Road (Street D to Mangini Parkway)	60[1]	1.5	70.5	70.8	0.3
Prairie City Road (Mangini Parkway to White Rock Road)	60[1]	1.5	69.2	69.6	0.4
White Rock Road (West of Prairie City Road to Prairie City Road)	60[1]	1.5	73.8	74.1	0.3
White Rock Road (Prairie City Road to Oak Avenue Parkway)	60[1]	1.5	72.0	72.3	0.3
White Rock Road (Oak Avenue Parkway to E. Bidwell Street)	60[1]	1.5	71.7	72.0	0.3
White Rock Road (East Bidwell Street to Placerville Payen Road)	60[1]	1.5	71.	71.6	0.3
Scott Road (White Rock Road to South of White Rock Road)	75[2]	3	62.9	63.6	0.7

Table 4-3 Summary of Modeled Traffic Noise Levels under Cumulative and Cumulative Plus Project Conditions

Segment Description	Applicable Exterior L_{dn}/CNEL Noise Standard for Land Uses along Roadway Segment (dBA)[1,2]	Allowable Exterior L_{dn} Noise Standard Increase (dBA)[3]	L_{dn} at 100 feet from Roadway Centerline		Change (dBA)
			Cumulative No Project	Cumulative Plus Project	
East Bidwell Street (White Rock Road to North of White Rock Road)	60[1]	1.5	69.1	69.4	0.3
Oak Valley Parkway (Alder Creek Parkway to White Rock Road)	60[1]	1.5	65.1	65.5	0.4
Oak Valley Parkway (US 50 eastbound ramps to Alder Creek Parkway)	60[1]	1.5	68.5	68.8	0.3
Mangini Parkway (Prairie City Road to Oak Avenue Parkway)	60[1]	3	61.4	61.9	0.5
Alder Creek Parkway (Prairie City Road to Oak Avenue Parkway)	60[1]	1.5	69.4	69.7	0.3
Alder Creek Parkway (Oak Avenue Parkway to East of Oak Avenue Parkway)	60[1]	1.5	67.1	67.5	0.4

Notes: CNEL = Community Noise Equivalent Level; L_{dn} = Day-Night Level; dBA = A-weighted decibels;

[1] 60 CNEL/L_{dn}– Land use compatibility noise standard for single-family residential land uses per the City of Folsom General Plan.

[2] 75 CNEL/L_{dn} – Land use compatibility noise standard for industrial, manufacturing, utilities, and agricultural land uses per the City of Folsom General Plan.

[3] Incremental traffic noise increase standard per the County of Sacramento General Plan (see Table 3.10-9).

Refer to Appendix C for detailed traffic data, and traffic-noise modeling input data and output results.

As shown in Table 4-3, the cumulative-plus-project condition would not result in any roadways projected to exceed the City of Folsom maximum allowable exterior noise level under the cumulative-no-project condition, to exceed the applicable noise increment increase standard (used for considerable contribution thresholds). Thus, the project **would not result in a considerable contribution** such that a new significant traffic noise impact would occur.

CUMULATIVE OPERATIONAL NOISE

As described in Section 3.10, *Noise and Vibration*, operational noise levels associated with operation of the Folsom Corporation Yard could result in noise levels that exceed applicable noise compatibility standards at offsite receptors. However, with mitigation incorporated, the offsite residential receptors would not be subject to substantial operational noise from the project. Therefore, the project **would not result in a considerable contribution** such that a new significant operational noise impact would occur.

4.3.11 Traffic, Transportation, and Circulation

The cumulative impact analysis for transportation and circulation does not rely on a list of specific pending, reasonably foreseeable development proposals near the project; rather, it relies on existing and future development accommodated under the City's General Plan, which is included in regional travel demand modeling.

For transportation and traffic impacts, the geographic focus of the cumulative analysis is the study area and intersections previously identified in Exhibit 3.11-1 of Section 3.11, *Transportation and Circulation*.

LAND USE AND TRAFFIC FORECASTS

A modified version of the Sacramento Area Council of Governments (SACOG) SACMET regional travel demand model was used to forecast cumulative (year 2035) traffic volumes within the study area. The 2035 horizon year is the current horizon year associated with the SACOG 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The model was modified to include more detail including the addition of local roadways and disaggregation of land uses into smaller traffic analysis zones. This detail provides a more accurate estimation of travel patterns within the study area.

The version of the model used incorporates the current MTP/SCS, and includes planned land use development and transportation infrastructure projects within City of Folsom as well as the surrounding six-county region. The cumulative year forecasts account for full build-out of the *Folsom Plan Area Specific Plan* (FPASP). The entire Folsom Plan Area is a 3,513 acre comprehensively planned community comprised of approximately 41 percent residential uses, 15 percent commercial/office uses, 9 percent public/quasi-public uses, 30 percent open space, and 5 percent major circulation. The Folsom Plan Area is permitted to have up to 10,210 residential units.

The cumulative conditions analyses include all internal roadway improvements associated with the FPASP in addition to the following key projects that affect travel patterns within the study area:

- US 50/Empire Ranch Road Interchange – a new interchange on US 50 east of East Bidwell Street. This will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Empire Ranch Road interchange (identified in the MTP as complete by year 2035).

- US 50/Oak Avenue Interchange – a new interchange on US 50 west of East Bidwell Street. This will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Oak Avenue interchange (identified in the MTP as complete by year 2035).

Additionally, the Capital SouthEast Connector Project is assumed under the cumulative year. This project includes the abandonment of Scott Road adjacent to the project site. As a result, the project's secondary access on to Scott Road is removed in the cumulative year, and all project trips using the Scott Road/White Rock Road intersection would be rerouted through the Prairie City Road/White Rock Road intersection.

A forecasting procedure known as the "difference method" was used to develop the Cumulative No Project and Cumulative Plus Project forecasts. This method accounts for potential differences between the base year model and existing traffic counts that could otherwise transfer to the future year model and traffic forecast.

This forecasting procedure is calculated as follows:

Cumulative Traffic Forecast = Existing Count Volume + (Cumulative Model Forecast – Base Year Model Forecast)

Exhibit 4-1 displays the resulting Cumulative No Project forecasts, which include build-out of the Folsom Plan Area as detailed above. The map included on Exhibit 4-1 indicates the alignment of major planned roadways throughout the Plan Area (shown as dashed lines). In addition to the five existing study intersections, the following seven study intersections are analyzed under cumulative conditions:

- Prairie City Road / Alder Creek Parkway,
- Prairie City Road / Street D,
- Prairie City Road / Mangini Parkway,
- Oak Avenue Parkway / US 50 Westbound Ramps,
- Oak Avenue Parkway / US 50 Eastbound Ramps,
- Oak Avenue Parkway / Alder Creek Parkway, and
- Oak Avenue Parkway / White Rock Road.

Build-out of the FPASP south of US 50 affects the distribution of project trips under cumulative conditions because of the development of additional land uses and the construction of additional roadways. To account for this, a separate project distribution was developed for the cumulative year, which is displayed in Exhibit 4-2.

CUMULATIVE IMPACTS TO INTERSECTION OPERATIONS

Cumulative Plus Project traffic volumes account for the addition of vehicle trips associated with the new employees to the Cumulative No Project volumes in accordance with the trip distribution displayed in Exhibit 4-2. Exhibit 4-3 displays the resulting a.m. and p.m. peak hour intersection traffic volumes under Cumulative Plus Project conditions.

Table 4-4 shows the cumulative peak-hour intersection operations at the study intersections (refer to Appendix C for technical calculations). Under cumulative conditions, all project trips access the site via the Prairie City Road/White Rock Road intersection. As displayed in Table 4-4, all study intersections would operate acceptably at LOS D or better during both peak hours. Therefore, this impact **would not be cumulatively considerable** such that a new significant cumulative intersection impact would occur.

Table 4-4 Intersection Operations – Cumulative Conditions

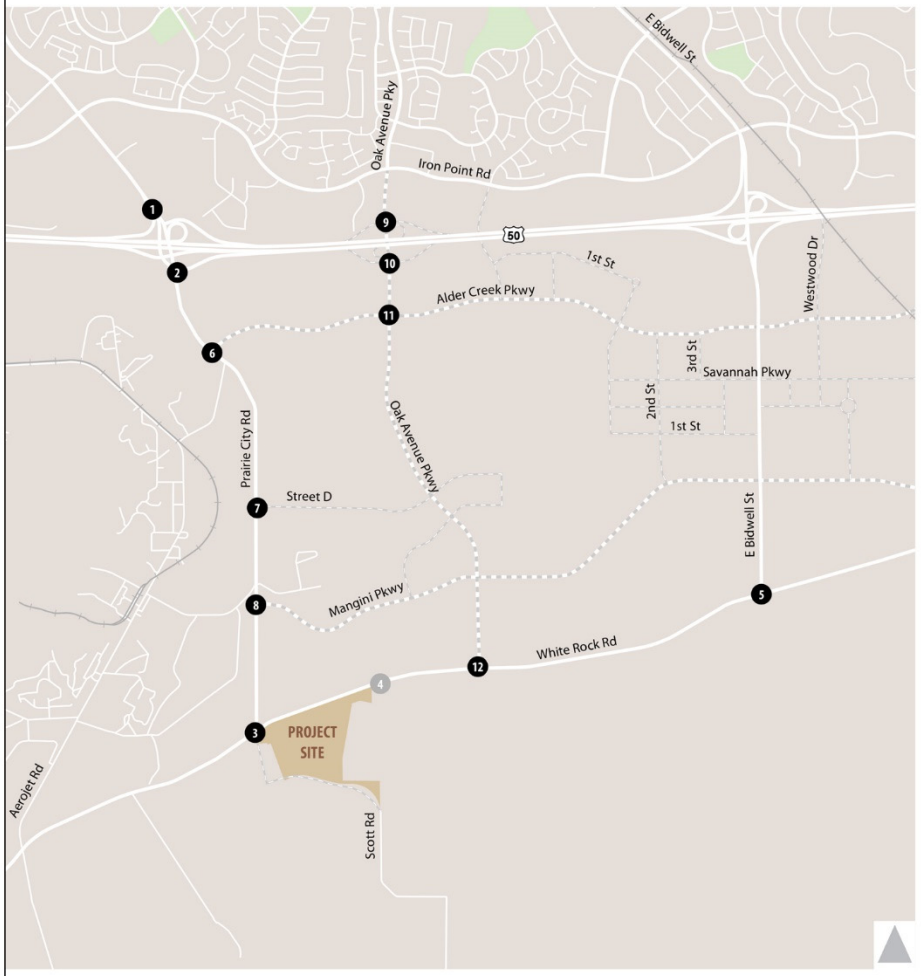
Intersection	Traffic Control	Peak Hour	Cumulative Conditions		Cumulative Plus Project Conditions	
			Delay[1]	LOS	Delay[1]	LOS
1. Prairie City Road / US 50 Westbound Ramps	Signal	AM PM	14 8	B A	14 8	B A
2. Prairie City Road / US 50 Eastbound Ramps	Signal	AM PM	10 9	A A	10 9	A A
3. Prairie City Road / White Rock Road	Signal	AM PM	28 25	C C	34 28	C C
4. Scott Road / White Rock Road[2]	Signal	AM PM	– –	– –	– –	– –
5. East Bidwell Street / White Rock Road	Signal	AM PM	11 13	B B	11 13	B B
6. Prairie City Road / Alder Creek Parkway	Signal	AM PM	30 30	C C	31 30	C C
7. Prairie City Road / Street D	SSSC	AM PM	1 (18) 1 (14)	A (C) A (B)	1 (18) 1 (14)	A (C) A (B)
8. Prairie City Road / Mangini Parkway	Signal	AM PM	10 10	A A	10 10	A B
9. Oak Avenue Parkway / US 50 Westbound Ramps	Signal	AM PM	8 8	A A	8 8	A A
10. Oak Avenue Parkway / US 50 Eastbound Ramps	Signal	AM PM	9 12	A B	9 12	A B
11. Oak Avenue Parkway / Alder Creek Parkway	Signal	AM PM	39 23	D C	40 24	D C
12. Oak Avenue Parkway / White Rock Road	Signal	AM PM	16 12	B B	18 12	B B

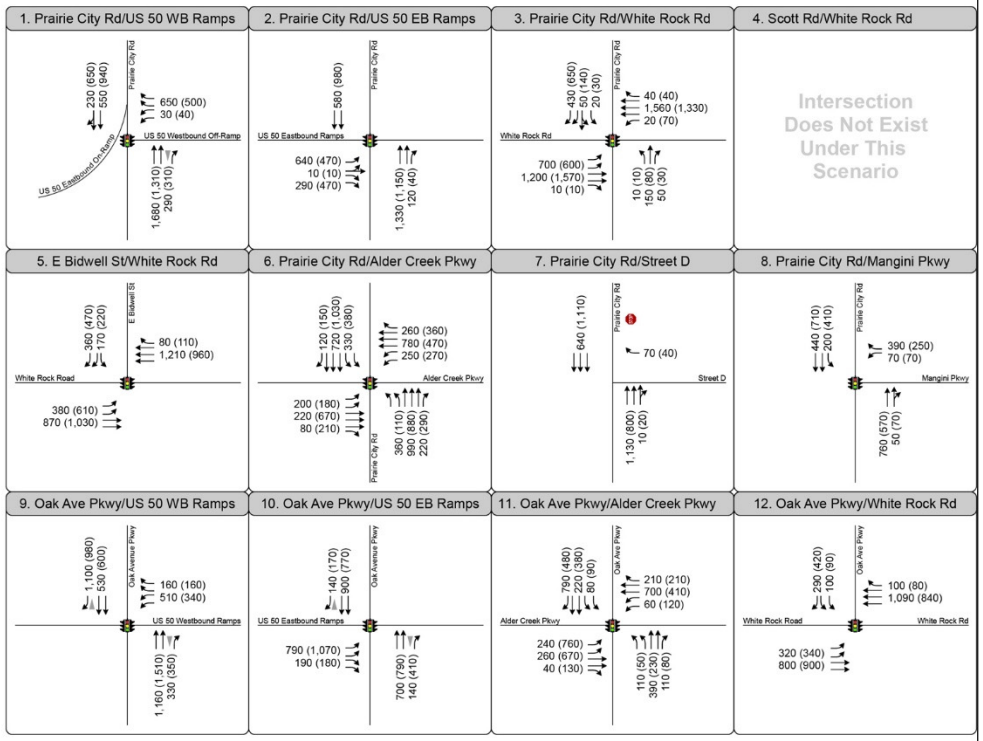
Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled

[1] For signalized and AWSC intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized and AWSC intersections are determined based on the overall LOS and average delay; impacts to SSSC intersections are determined based on the delay for the worst movement. Intersection LOS and delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

[2] Intersection does not exist under cumulative conditions.

Source: Fehr & Peers 2017

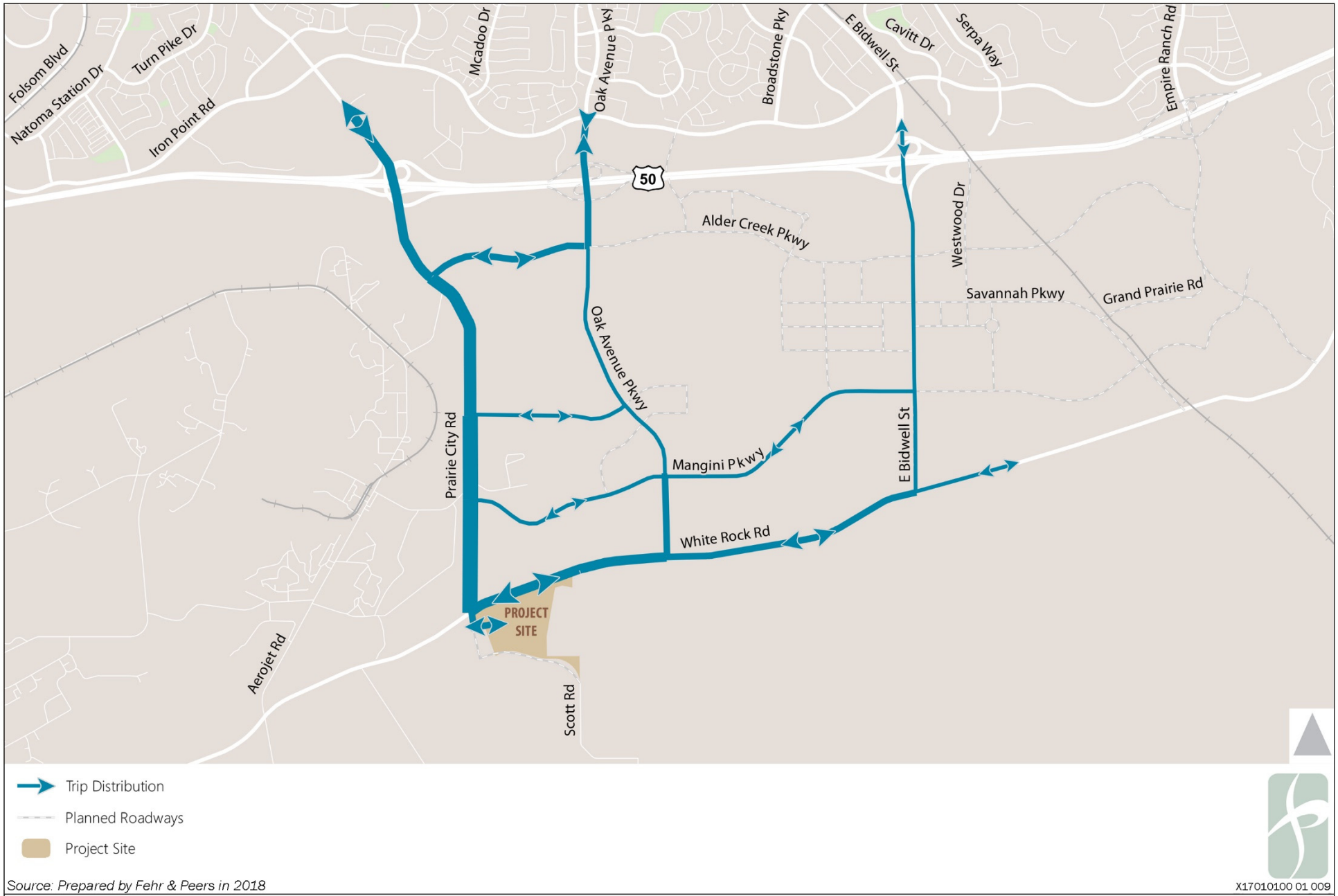




Source: Prepared by Fehr & Peers in 2018

X17010100.01.008

Exhibit 4-1 **Peak Hour Traffic Volumes and Lane Configurations – Cumulative No Project**



Source: Prepared by Fehr & Peers in 2018

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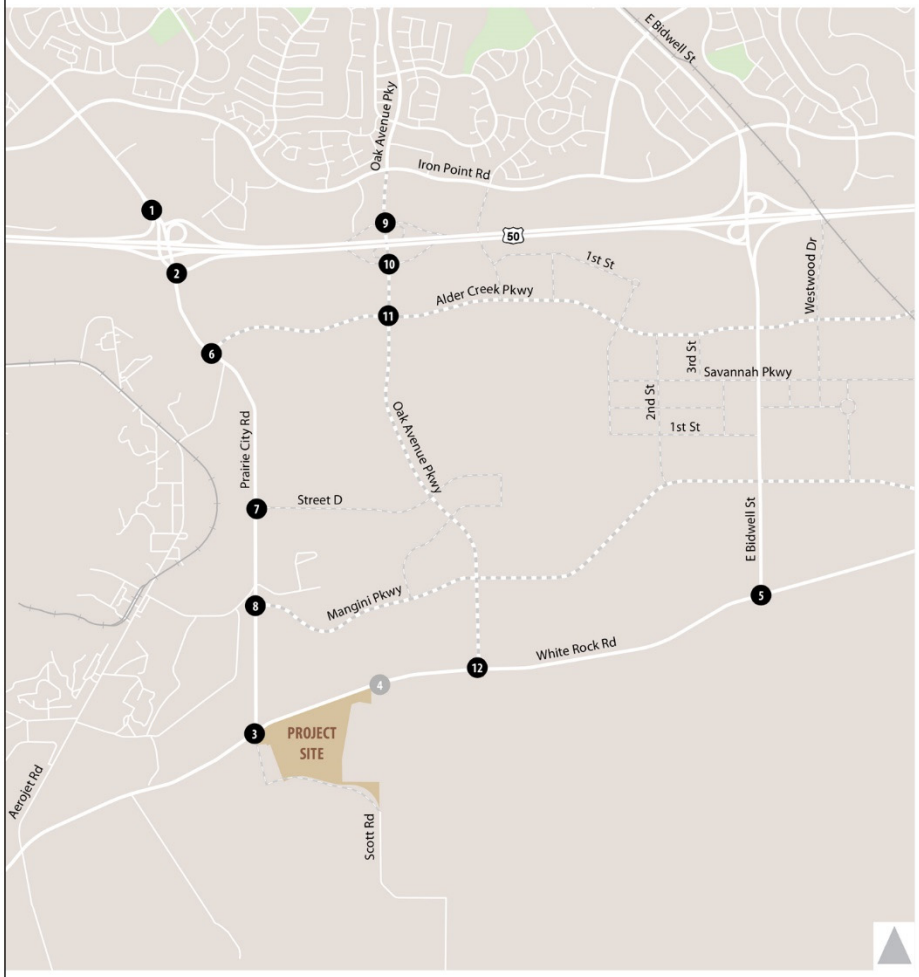
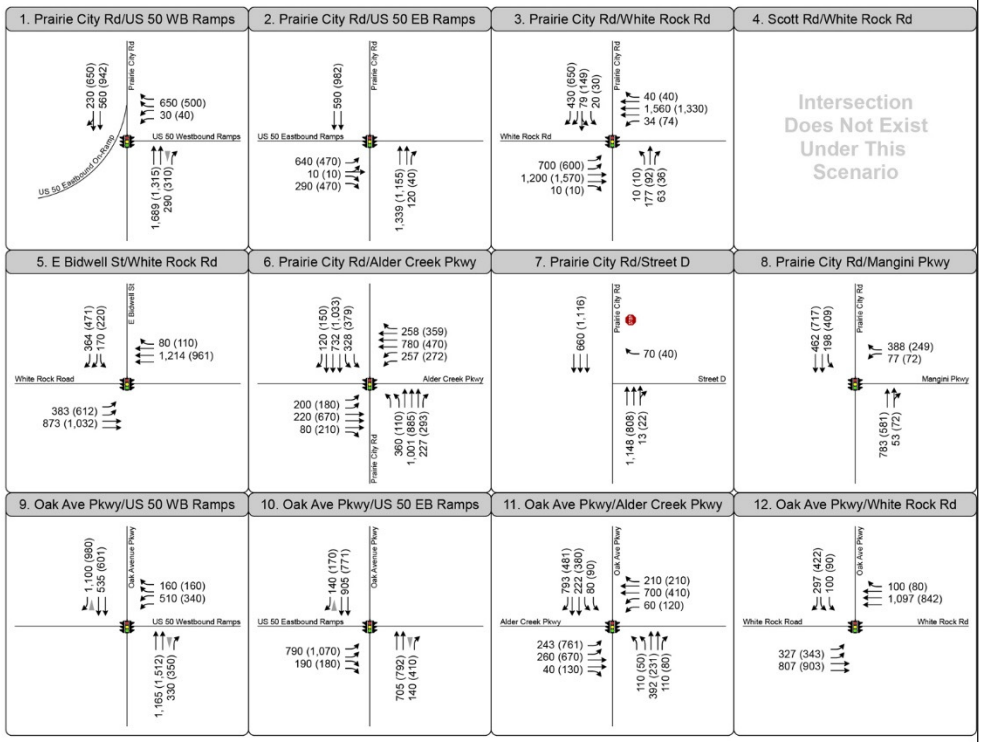
Exhibit 4-2

Trip Distribution – Cumulative Plus Project Conditions

ASCENT ENVIRONMENTAL





Source: Prepared by Fehr & Peers in 2018

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Exhibit 4-3 **Peak Hour Traffic Volumes and Lane Configurations – Cumulative Plus Project**

CUMULATIVE IMPACTS TO FREEWAY FACILITIES

Table 4-5 displays the cumulative off-ramp queuing results within the study area during the a.m. and p.m. peak hours. As shown, the project does not result in any change to queue lengths. All study freeway off-ramp queues would continue to remain well within the available storage area with the addition of the project. This impact **would not be cumulatively considerable** such that a new significant cumulative freeway impact would occur.

Table 4-5 Off-Ramp Queuing – Cumulative Conditions

Location	Available Storage[1]	Peak Hour	Cumulative No Project	Cumulative Plus Project
			Queue[2]	Queue[2]
US 50 Prairie City Road Westbound Off-Ramp	1,900 feet	AM PM	300 feet 150 feet	300 feet 150 feet
US 50 Prairie City Road Eastbound Off-Ramp	1,500 feet	AM PM	175 feet 125 feet	175 feet 125 feet
US 50 Oak Avenue Parkway Westbound Off-Ramp	1,900 feet	AM PM	100 feet 150 feet	100 feet 150 feet
US 50 Oak Avenue Parkway Eastbound Off-Ramp	1,500 feet	AM PM	125 feet 200 feet	125 feet 200 feet

Notes:

[1] The available storage length for off-ramp queuing is measured from the noted off-ramp terminal intersection to the freeway off-ramp gore point.

[2] Maximum queue length is based upon output from Synchro software.

Source: data provided by Fehr & Peers in 2018

CUMULATIVE IMPACTS TO TRANSIT

Implementation of the project would not generate new demand for transit trips during either peak hour, and thus would not result in demands to transit facilities greater than available capacity. The project would expand transit storage facilities and office space for administrative employees, which helps support the expansion of transit service within the City to meet cumulative demand. The project would not significantly affect operations of transit lines, nor would it degrade access to transit. Therefore, this impact **would not be cumulatively considerable** such that a new significant cumulative transit impact would occur.

CUMULATIVE IMPACTS TO BICYCLE OR PEDESTRIAN FACILITIES

The project will construct curb, gutter, and sidewalk on all along its frontage, with the exception of White Rock Road, which will be improved with construction of Capital SouthEast Connector Project. The design of the curb, gutter, and sidewalk will reflect City standards. The project would not disrupt existing or planned bicycle/pedestrian facilities, nor would it create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. Therefore, this impact is **would not be cumulatively considerable** such that a new significant cumulative bicycle and pedestrian impact would occur.

CUMULATIVE CONSTRUCTION RELATED IMPACTS

Construction may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures; however, access to all nearby parcels will be maintained. Heavy vehicles will access the site and may need to be staged for construction. Construction traffic impacts would be localized and temporary; ample staging area would be available to the construction contractor reducing the need for use of streets and other active areas; and the

City of Folsom or its contractor would prepare and implement a Construction Traffic Management Plan to reduce the temporary impacts to the degree feasible. These activities could result in degraded roadway operating conditions. Therefore, the impacts would be **cumulatively considerable and significant**.

Mitigation Measure 4-1

Prior to the beginning of construction, the City shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.
- Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Construction traffic impacts would be localized and temporary. The City or its contractor would prepare and implement a Construction Traffic Management Plan that meets with the approval of the City Traffic Engineer, in accordance with City Code, which would reduce the temporary impact to the degree feasible. For these reasons, construction traffic impacts of the project would be reduced and the project **would not have a considerable contribution** such that a new significant cumulative construction traffic impact would occur.

4.3.12 Utilities

WATER SUPPLY

There is no existing water service to the project site, and the project site is not currently within the service area of any water purveyors. With the project, water would be supplied to the site by the City of Folsom's Environmental and Water Resources Department. The City obtains all of its potable water supply from the Folsom Reservoir; the current water rights amount to 34,000 acre-feet (af) of raw water per year. Raw water is treated at the Folsom Water Treatment Plant. The City of Folsom's 2015 Urban Water Management Plan projects and evaluates cumulative water demands for the City's entire service area. The anticipated 2030 water demand of the City in combination with the future water for the project site would be 28,533 af per year. The City's 2030 water supply is projected to be between 34,750 af in multiple dry year conditions and 38,790 af in normal water year conditions. Therefore, no significant cumulative water supply impacts would occur. Because adequate water supplies are available, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative water supply impact would occur.

The water infrastructure needs for the project can be adequately served through water distribution facilities being constructed as part of the FPASP immediately north of the project site (MacKay & Somps 2017). Potential impacts associated with construction of these facilities has been evaluated as part of environmental review for the FPASP. The FPASP is within the City of Folsom and would require approvals by the City. Therefore, the potential impact of constructing new or expanded water facilities to serve cumulative development would be significant. Thus, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative impact related to water infrastructure would occur.

WASTEWATER SERVICE

The project site does not have any existing sewer or wastewater infrastructure, and is not currently served by a municipal wastewater service provider. The project site is outside of Sacramento Regional County Sanitation District's (Regional San's) SOI; however, if the project is approved, it would be annexed into the district boundary.

The SRWWTP is permitted to treat an ADWF of 181 mgd, while the facility's 2014 ADWF was approximately 106 mgd. The 181 mgd permitted capacity has been in effect since 1990. While the approved EchoWater project will result in improved effluent water quality, this project does not increase treatment capacity of SRWWTP. In the 1990s and early 2000s, Regional San considered capacity expansion from 181 to 218 mgd ADWF and had flows as high as 155 mgd ADWF, with expectations that treatment needs would increase. Since then, water conservation and a reduction in water use have reversed the growth in wastewater capacity use. Regional San expects per capita consumption to fall 25 percent over the next 20 years through the ongoing installation and use of water meters, as well as compliance with water conservation measures. As such, substantial additional water conservation is expected throughout Regional San's service area, putting off the expectation that the existing 181 mgd ADWF capacity will be exhausted until at least 2050 (Regional San 2014:6-2.). Development of the project site with a future corporation yard is estimated to generate 12,000 gpd or 0.012 mgd of wastewater. The wastewater generated by the site would be less than 1 percent of the flow capacity of the SRWWTP and would be well below the remaining capacity of 31 to 68 mgd. Therefore, no significant cumulative wastewater treatment capacity impacts would occur. Further, because adequate capacity is available, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative wastewater treatment impact would occur.

The wastewater infrastructure needs for the project can be adequately served through wastewater distribution facilities being constructed as part of the FPASP immediately north of the project site (MacKay & Somps 2017). Potential impacts associated with construction of these facilities has been evaluated as part of environmental review for the FPASP. The FPASP is within the City of Folsom and would require approvals by the City. Therefore, the potential impact of constructing new or expanded water facilities to serve cumulative development would be significant. Thus, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative impact related to water infrastructure would occur.

SOLID WASTE SERVICE

As identified under Impact 3.12-4, the Kiefer landfills has a remaining capacity (112,900,000 cubic yards) available to serve future development. The closure date of Kiefer Landfill is anticipated to be approximately January 1, 2064. The project site would generate approximately 1,530 cubic yards of solid waste per year. There is adequate permitted landfill capacity available to accommodate the project and future growth into the foreseeable future. This is a less-than-significant cumulative impact and the project's cumulative demands **would not result in a considerable contribution** such that new significant cumulative impact would occur.

5 PROJECT ALTERNATIVES

5.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

The State CEQA Guidelines require analysis of a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the project's basic objectives and avoid or substantially lessen any of the significant effects of the project (Section 15126.6[a]). The range of potentially feasible alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The potential feasibility of an alternative may be determined based on a variety of factors, including economic viability, availability of infrastructure, and other plans or regulatory limitations. Specifically, Section 15126.6(f) (1) of the State CEQA Guidelines states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). The State CEQA Guidelines further require that the alternatives be compared to the project's environmental impacts and that the "no project" alternative is considered (Section 15126.6[d] [e]).

An EIR need not evaluate the environmental effects of alternatives in the same level of detail as the project, but must include enough information to allow meaningful evaluation, analysis, and comparison with the project. The requirement that an EIR evaluate alternatives to the project or alternatives that address the location of the project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained while reducing the magnitude of, or avoiding, the environmental impacts of the project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the Public Resources Code (PCR) and the CEQA Guidelines direct that the EIR need "set forth only those alternatives necessary to permit a reasoned choice." The ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body (see PRC Section 21081[a] [3].)

5.2 CONSIDERATIONS FOR SELECTION OF ALTERNATIVES

5.2.1 Attainment of Project Objectives

As described above, one factor that must be considered in selection of alternatives is the ability of a specific alternative to attain most of the basic objectives of the project (CEQA Guidelines Section 15126.6[a]). Chapter 2, *Project Description*, articulates the following project objectives:

- amend the Sphere of Influence (SOI) boundary beyond the existing Folsom city limits to accommodate a municipal corporation yard use compatible with the City of Folsom and Sacramento County policies;

- implement the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 consistent with public service conditions present or reasonably foreseeable in the Folsom Corporation Yard SOIA/annexation area;
- establish an expanded SOI and city boundary for the City of Folsom that will provide a new corporation yard site and facilitate the protection of important environmental, cultural, and agricultural resources;
- provide a location within city boundaries to develop a consolidated corporation yard to improve operating efficiencies, minimize duplication of material and equipment, minimize unproductive travel time between sites, improve staff coordination and supervision, minimize land use conflicts, and improve overall site security; and
- provide a new corporation yard site which would remove current corporation yard uses from the City's Historic District and other locations where land use conflicts are present.

5.2.2 Environmental Impacts of the Project Impacts

Sections 3.1 through 3.12 of this Draft EIR address the environmental impacts of implementation of the Folsom Corporation Yard SOIA/annexation. Alternatives to the project site were considered. However, as described in Section 5.3, *Alternatives Dismissed from Detailed Evaluation*, none were found to be feasible. Therefore, the only alternative to the project would be the no action alternative, which is analyzed in comparison to the project in Section 5.4, *Analysis of Alternatives*. The significant impacts of the project are:

Aesthetics: The project could result in the following impacts:

- While approval of the SOIA/annexation alone would not result in physical visual changes to the site, future development of the SOIA/annexation area would convert the open space character of project site to corporation yard uses, which would further expand suburban development conditions south of the existing City of Elk Grove. This may substantially alter public views. Mitigation has been identified to minimize this impact but would not reduce it to a less-than-significant level. Therefore, the impact would be **significant and unavoidable**. (Impact 3.1-1)
- The project would change the existing views on the site from open space grasslands to a more industrial setting. Future construction on site would cause the removal of grasslands and of trees and introduce urban development in an area which is generally natural and could degrade the visual character or quality of the site. Mitigation has been identified to minimize this impact but would not reduce it to a less-than-significant level. Therefore, the impact would be **significant and unavoidable**. (Impact 3.1-2)
- The project would lead to the construction of urban buildings on the site. While the City has a policy reduce light and glare impacts off site, no specific measures are included that would ensure lighting from the site would not trespass to offsite areas and adversely affect travelers and future neighbors of approved developments. Mitigation has been identified to minimize this impact but would not reduce it to a less-than-significant level. Therefore, the impact would be **significant and unavoidable**. (Impact 3.1-3)

Agriculture and Forestry Resources: The project could result in the following impacts:

- While the SOIA/annexation would not result in direct physical changes to the site, it would facilitate future development of more than 50 acres of farmland, as defined by Sacramento County. It would also facilitate the conversion of approximately 50 acres of prime farmland, as defined by LAFCo. Mitigation has been identified to minimize this impact but would not reduce it to a less-than-significant level. Therefore, the impact would be **significant and unavoidable**. (Impact 3.2-1)

Air Quality: The project could result in the following impacts:

- Construction-related activities from a future corporation yard would result in emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ from site preparation (e.g., excavation, clearing), off-road equipment, material and equipment delivery trips, and worker commute trips, and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings). Construction activities would not result in mass emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ that would exceed SMAQMD's thresholds of significance. Therefore, construction-generated emissions would not contribute to the existing nonattainment status of the SVAB for ozone and PM. This impact would be **less than significant**. (Impact 3.3-1)

- Implementation of a future corporation yard would not result in long-term operational emissions of ROG, NO_X, and PM_{10} that exceed SMAQMD's thresholds of significance (65 lb/day for ROG, 65 lb/day for NO_X, 80 lb/day and 14.6 tons/year for PM_{10}). Therefore, operation-generated emissions would not conflict with the air quality planning efforts and contribute substantially to the nonattainment status of SVAB with respect to ozone and PM_{10}. This impact would be **less than significant**. (Impact 3.3-2)

- Long-term operation-related local mobile-source emissions of CO generated by the development a future corporation yard would not violate a standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations. As a result, this impact would be **less than significant**. (Impact 3.3-3)

- Construction- and operation-related emissions of TACs associated with the implementation of a future corporation yard would result an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors. Mitigation measures have been identified that would reduce significant impacts related to TACs would be reduced to **less than significant**. (Impact 3.3-4)

- A future corporation yard would introduce new odor sources into the area (e.g., temporary diesel exhaust emissions during construction and heavy-duty trucks associated with industrial land use). Construction and long-term operation of a future corporation yard would not result in the exposure of sensitive receptors to excessive odors. Therefore, this impact would be **less than significant**. (Impact 3.3-5)

Biological Resources: The project could result in the following impacts:

- Future development of the SOIA/annexation area could result in the disturbance or loss of several special-status plant species. Because the loss of special-status plants could substantially affect the abundance, distribution, and viability of local and regional populations of these species, this would be a potentially significant impact. Mitigation measures have been identified that would reduce significant impacts on special-status plants to a **less-than-significant** level. (Impact 3.4-1)

- Future development of the proposed SOIA/annexation area could adversely affect several special-status wildlife species, including amphibians, nesting birds, mammals, and invertebrates. Future development activities such as ground disturbance and vegetation removal, as well as overall conversion of habitat to urban uses, could result in the disturbance or loss of individuals and reduced breeding productivity of these species. Special-status wildlife species are protected under ESA, CESA, California Fish and Game Code, CEQA, or other regulations. Mitigation has been identified to minimize these impacts but would not reduce all impacts to a less-than-significant level. Impacts pertaining to loss of foraging habitat for local nesting Swainson's hawks would remain **significant and unavoidable**. (Impact 3.4-2)

- Seasonal wetlands, intermittent drainages, and vernal pools are present within the SOIA/annexation area. Future land use changes and development would result in conversion of wetland habitat to urban uses. Mitigation measures have been identified that would reduce significant impacts on wetlands, vernal pools, and other waters to a **less-than-significant** level. (Impact 3.4-3)

- A large valley oak tree that would qualify as a "heritage tree" under the City of Folsom Tree Preservation Ordinance is present within the northeastern corner of the property. However, future development of the SOIA/annexation area does not include plans to remove the tree. Because the one "heritage tree" within the SOIA/annexation area would not be removed under the project, impacts would be **less than significant**. (Impact 3.4-4)

- Future land use changes and development within the SOIA/annexation area would result in loss of grassland and wetland habitats but would not substantially impede wildlife movement because the project site is relatively small, and near existing urban development. The project site does not contain any native wildlife nursery sites. Impacts to movement corridors and habitat connectivity for these species would be **less than significant.** (Impact 3.4-5)

Cultural and Tribal Cultural Resources: The project could result in the following impacts:

- The cultural resources inventory revealed two historical resources on the project site, P-34-335 and P-34-1555. The project would not alter the mining district and minor alterations to the road would not affect its NRHP-eligibility; therefore, the impact to historical resources would be **less than significant**. (Impact 3.5-1)

- Based on the results of the cultural resources report, there is one archaeological resource within the project site that has been evaluated as eligible for the NRHP. There are no known prehistoric-era archaeological sites within the SOIA/annexation area. Future development of the site could impact the known archaeological resource and ground-disturbing activities from future corporation yard development could also result in discovery or damage of as yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. Mitigation measures were identified that would reduce the impact to a **less-than-significant** level. (Impact 3.5-2)

- Although unlikely, construction and excavation activities associated with future development of the SOIA/annexation area could unearth previously undiscovered or unrecorded human remains, if they are present. Compliance with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097 in the event that human remains are found would make this impact **less than significant**. (Impact 3.5-3)

- The project site is underlain with metamorphic rock and Mesozoic granite, which have a low paleontological potential. No paleontological resources are known to occur within the project site or a one-mile radius of the site. Therefore, this impact would be **less than significant**. (Impact 3.5-4)

Energy: The project could result in the following impacts:

- The City's corporation yard operations are currently split among multiple sites, and the existing sites cannot meet current and projected City corporation yard requirements. Existing yard operations are housed in older buildings which are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. Municipal transportation energy consumption is necessary to serve the City and various department needs. Therefore, energy and fuel consumption associated with the future corporation yard operation would not be considered inefficient, wasteful, or unnecessary. Thus, this impact would be **less than significant.** (Impact 3.6-1)

- Electrical and natural gas infrastructure would need to be extended by SMUD and PG&E to meet the energy needs of the development of the future corporation yard. If determined to be necessary, offsite improvements to electrical and natural gas facilities would be the responsibility of the utility and would be analyzed by the utility provider under separate environmental review. Neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any electrical or natural gas facility improvements. Furthermore, the project may result in encroachment onto SMUD's transmission easements. Mitigation has been identified to minimize this impact but would not reduce it to a less-than-significant level. Therefore, the impact would be **significant and unavoidable**. (Impact 3.6-2)

Greenhouse Gas Emissions and Climate Change: The project could result in the following impacts:

- The level of annual GHG emissions associated with the project, including amortized construction-related emissions, would be approximately 1,052 MT CO2e/year. This level of GHG emissions has the potential to result in a considerable contribution to cumulative emissions related to global climate change and conflict with State GHG reduction targets established for 2030 and 2050. Mitigation measures were identified that would reduce the impact to a **less-than-significant** level. (Impact 3.7-1)

- The project is not located within an area projected to experience a substantial increase in wildland fire risk or flooding as a result of climate changes in the future. Anticipated changes in future climate patterns are not anticipated to have any substantial adverse effects on the project. Therefore, the impacts of climate change on the project would be **less than significant.** (Impact 3.7-2)

Hazards and Hazardous Materials. The project could result in the following impacts:

- Future development of the SOIA/annexation area from future annexation could result in water quality degradation from construction activities, as well as from operational sources of water pollutants. Mitigation has been identified that would reduce this impact to a **less-than-significant** level. (Impact 3.8-1)

- Future development of the SOIA/annexation area could expose construction workers to hazardous materials present on site during construction activities and hazardous materials on site could create an environmental or health hazard for later residents or occupants, if left in place. Mitigation has been identified that would reduce this impact to a **less-than-significant** level. (Impact 3.8-2)

- Future development of the SOIA/annexation area would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be **less than significant**.

Hydrology and Water Quality: The project could result in the following impacts:

- Development of the project site as a future corporation yard could result in water quality degradation from construction activities, as well as from operational sources of water pollutants. Mitigation has been identified that would reduce this impact to a **less-than-significant** level. (Impact 3.9-1)

- Future development would result in creation of impervious surfaces of sufficient area in relation to the size of the groundwater basin that could interfere with groundwater recharge. In addition, water supply for future development of the project site would not be from groundwater. Project groundwater impacts would be **less than significant**. (Impact 3.9-2)

- Future development of the project site could lead to alteration of the drainage pattern of the site. This could result in increased stormwater runoff and an increase in susceptibility to downstream flooding and sediment issues. Mitigation has been identified that would reduce this impact to a **less-than-significant** level. (Impact 3.9-3)

Noise and Vibration: The project could result in the following impacts:

- Short-term construction-generated noise levels associated with the future development of the SOIA/annexation area could expose nearby noise-sensitive receptors to noise levels that exceed applicable local standards. If construction activity were to occur during more noise-sensitive nighttime hours, it could result in annoyance and sleep disruption to occupants of nearby residential land uses and substantial periodic increases in ambient noise levels. Mitigation has been identified to minimize this impact but would not reduce it to a less-than-significant level. Therefore, the impact would be **significant and unavoidable**. (Impact 3.10-1)

- Future development of a future corporation yard within the SOIA/annexation area would generate vehicle trips and result in an increase in ADT volumes on affected roadway segments; and thus, an increase in

traffic source noise levels. However, surrounding receptors would not be exposed to traffic noise levels or traffic noise level increases that exceed applicable City of Folsom or Sacramento County noise standards. This impact would be **less than significant.** (Impact 3.10-2)

- Intermittent SENL's from project generated truck trips passing offsite sensitive receptors during the more noise-sensitive hours would not exceed 65 SENL. Therefore, the percentage of people expected to be awakened when inside the affected homes would not exceed 5 percent. This impact would be **less than significant**. (Impact 3.10-3)

- The SOIA/annexation area could result in future corporation yard land uses in close proximity to noise-sensitive land uses. Thus, offsite receptors could experience project-generated noise levels that exceed the City's daytime and nighttime noise levels standards. Mitigation has been identified that would reduce this impact to a **less-than-significant** level. (Impact 3.10-4)

Transportation and Circulation: The project could result in the following impacts:

- Implementation of the project would add an estimated 83 a.m. peak hour and 31 p.m. peak hour trips to the roadway network in the study area. Based on the traffic modeling and analysis, all study area intersections would operate at acceptable levels of service except for the Scott Road (West)/White Rock Road intersection, which would worsen from LOS D to LOS E in the a.m. peak hour. Mitigation has been identified that would reduce this impact to a **less-than-significant** level. (Impact 3.11-1)

- Implementation of the project would not add trips to US 50 and would not cause queuing at any freeway off-ramps to approach or extend beyond its storage capacity. Therefore, this impact would be **less than significant**. (Impact 3.11-2)

- Implementation of the project would not generate new demand for transit trips during either peak hour and would not adversely affect existing transit routes. Furthermore, the project would expand transit storage facilities and office space for administrative employees, which helps the City of Folsom Transit Division to better meet demand. Therefore, this impact would be **less than significant**. (Impact 3.11-3)

- The project would not adversely affect existing or planned bicycle facilities, result in unsafe conditions for bicyclists, or fail to adequately provide for access by bicycle. Therefore, this would impact would be **less than significant**. (Impact 3.11-4)

- Project construction may require restricting or redirecting pedestrian, bicycle, and vehicular movements at locations around the site to accommodate construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours. Mitigation has been identified that would reduce this impact to a **less-than-significant** level. (Impact 3.11-5)

Utilities and Service Systems: The project could result in the following impacts:

- Implementation of the project would interconnect with water and wastewater infrastructure constructed as part of the FPASP development area immediately north of the project site. All onsite facilities have been evaluated throughout the resource chapters of this EIR. As a result, the project would have **less-than-significant** wastewater and water supply facility impacts. (Impact 3.12-1)

- Presently, there are no public water supply facilities within the project site and the project site is not served by a water purveyor. Implementation of the project would increase surface water supply demands in the City by six (6) acre-feet annually. Pursuant to the City's 2015 Urban Water Management Plan, the City has adequate water supplies to serve the project under normal, dry, and multiple-dry year conditions. This impact would be **less than significant**. (Impact 3.12-2).

- The SRWWTP has a design capacity of 181 mgd with the potential to expand to 218 mgd. Future development of the project site according to the conceptual land use plan is estimated to generate less

than 0.012 mgd of wastewater. The SRWWTP would have adequate capacity to treat wastewater flows generated by future development of the project site. This impact would be **less than significant**. (Impact 3.12-3)

- Based on the current rates of solid waste generation and the capacity of the landfills that serve the area, development of the project site with a future corporation yard would have a **less-than-significant** impact on the permitted capacity of the affected landfills. (Impact 3.12-4)

5.3 ALTERNATIVES DISMISSED FROM DETAILED EVALUATION

The City of Folsom has known for a while that a new corporation yard location is needed to meet long-term growth needs (as described in Chapter 2, *Project Description*). During the last 10 years, the City has considered and rejected a variety of alternative locations. The following provides a description of the locations considered and rejected because of their lack of feasibility.

5.3.1 Alternative Sites Located Within the City Boundaries

The City, north of U.S. Highway 50, has few vacant parcels that are appropriately zoned to allow for a corporation yard. A corporation yard is allowed on land that is zoned either M-1, Light Industrial, or M-2, General Industrial. In a November 2017 analysis of all non-residential land, the City found 33 parcels with some development capacity (Johnson, pers. comm., 2017). Of these, only three were zoned either M-1 or M-2. Exhibits 5-1, 5-2, and 5-3 show the locations of each of these parcels

- **Location 1** is approximately 5 acres. As shown in Table 2-1, the City needs between approximately 19 acres (current needs) to approximately 34 acres (future needs) to meet its facility needs. Therefore, the site is too small to meet the City's corporation yard needs. This site is located in close proximity to the American River which could provide challenges in meeting the project objective of protecting important environmental resources.

- **Location 2** is approximately 30 acres. As seen on Exhibit 5-2, this site is adjacent to an existing Kikkoman manufacturing plant. The land available around the plant is for future expansion of the Kikkoman manufacturing facility and is not currently for sale. The site is also in close proximity to the American River and adjacent to existing residential neighborhoods along Sibley and Bidwell Streets, and would provide challenges in meeting the project objectives of protecting important environmental resources and removing land use conflicts by relocating the corporation yard out of residential neighborhoods.

- **Location 3** is 1.1 acres. It is located adjacent to the City's current corporation yard, in close proximity to the American River and existing residential neighborhoods, and is too small to accommodate an expansion of corporation yard activities. In addition, it also would provide challenges in meeting the project objectives of removing land use conflicts and protecting important environmental resources.

These three sites were considered but were found to not be feasible alternatives to the proposed site and, therefore, were rejected from further evaluation.

The City also considered whether there were potential sites within the FPASP area (south of U.S. Highway 50). The FPASP includes two land use designations—Industrial / Office Park (IND/OP) and Public/Quasi-Public (PQP)—that were considered for use for a corporation yard. While IND/OP could be zoned as M-1, per Table A.7 of the FPASP, the IND/OP designation does not allow for outdoor storage or vehicle repair and maintenance uses. The City estimates that, at buildout, it would need approximately 858,000 square feet of uncovered exterior space and 117,000 square feet of covered exterior space (Table 2-2). Therefore, land designated as IND/OP is not appropriate for corporation yard use.

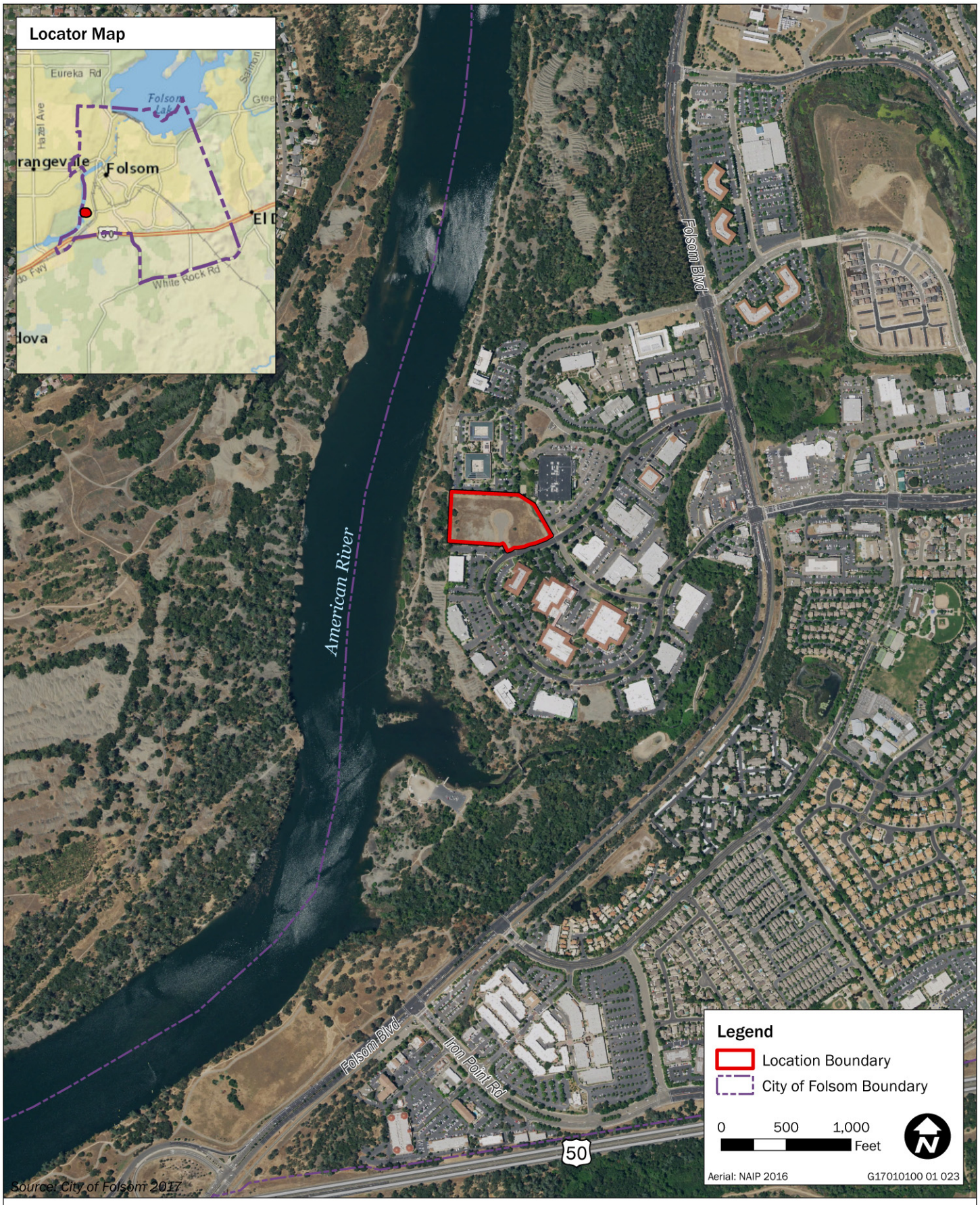

Exhibit 5-1

Location 1

ASCENT ENVIRONMENTAL

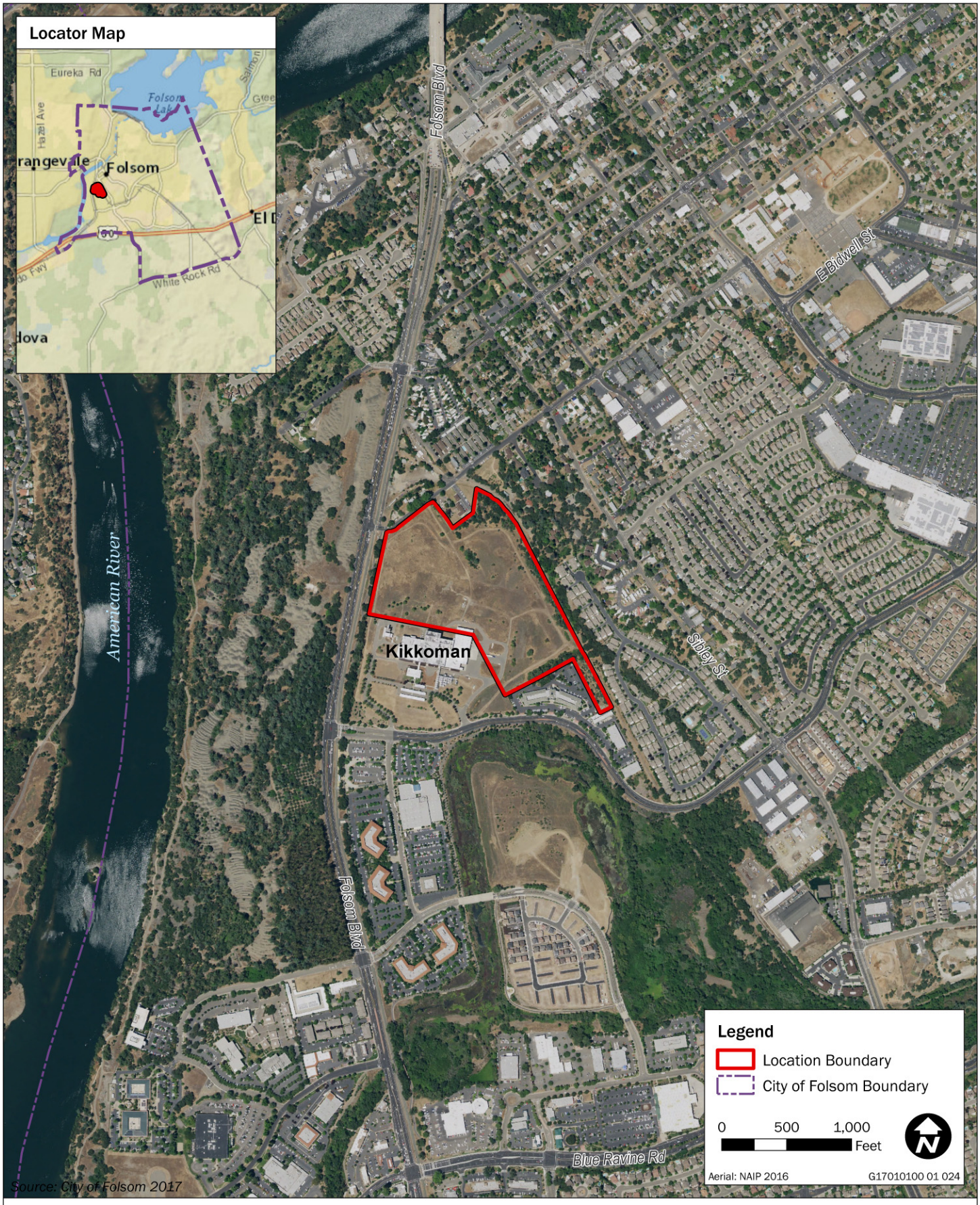

Exhibit 5-2

Location 2

ASCENT ENVIRONMENTAL

Exhibit 5-3

Location 3

ASCENT ENVIRONMENTAL

The PQP designation allows for corporation yard uses, including outdoor storage and city maintenance yards (Table A.13 of the FPASP). There are 14 sites designated for PQP uses (Table 5-1). The larger sites of PQP-designated land are reserved for public schools. The Folsom Cordova Unified School District has reviewed and approved the school locations and changing the use to a City corporation yard would not be an acceptable change to the Folsom Cordova Unified School District. These school sites were required by the school district to meet their mandatory requirements for adequate service and to meet the objective to "[p]rovide a combined high school/middle school and the appropriate elementary schools [within the FPASP area] sufficient to meet the needs of the [FPASP development]" (Folsom 2011). Because the FPASP was adopted, the Folsom Cordova Unified School District requested and approved changing the combined high school/middle school site to two separate sites (FCUSD 2018).

Table 5-1 PQP-Designated Parcels in the FPASP area

Site No.	Acres	Type of use
1	0.82	Wastewater Lift Station
2	1.01	Non-Potable Water Booster Pump Station
3	0.56	Potable Water Booster Pump Station
4	0.32	Potable Water Storage Tank
5	2.88	Potable Water Storage Tank, Non-Potable Water Storage Tank, Potable Water Booster Pump Station, Non-Potable Water Booster Pump Station
6	2.52	Cell Towers
7	0.05	Wastewater Lift Station
8	10.02	Elementary School
9	10.01	Elementary School
10	11.44	Elementary School
11	21.82	Middle School
12	10.03	Elementary School
13	54.68	High School
14	10.00	Elementary School
Grand Total	**136.14**	

The seven sites that are designated as PQP and are not school sites would not be of a sufficient size to accommodate a corporation yard use. In addition, as shown on Exhibit 5-4, the PQP sites are all located very close to land that is designated for residential use. This would not meet the project objectives of removing land use conflicts.

City staff also considered whether land not currently designated for PQP could be redesignated for a corporation yard use. Because of the mixed-use nature of the FPASP area, many of the parcels which would be large enough to accommodate a corporation yard use are too close to residentially-designated properties to be suitable for use as a corporation yard. In addition, the City Council found that approval of the FPASP with a mix of uses (that did not include a corporation yard site) would support job creation and generate public revenues. In planning the FPASP area, the City had the objective of "[g]enerat[ing] positive fiscal impacts for the City through development within the [FPASP]" (Folsom 2011).

The City entered into development agreements with all landowners once the FPASP was approved that exclude the City from developing a corporation yard within the FPASP area. Even if the City and landowners were to renegotiate those agreements, land that could be redesignated would either be too close to residential properties or would reduce land dedicated to job-generating uses or reduce land dedicated to revenue-producing uses. For these reasons, no feasible alternative site was found within the FPASP area.

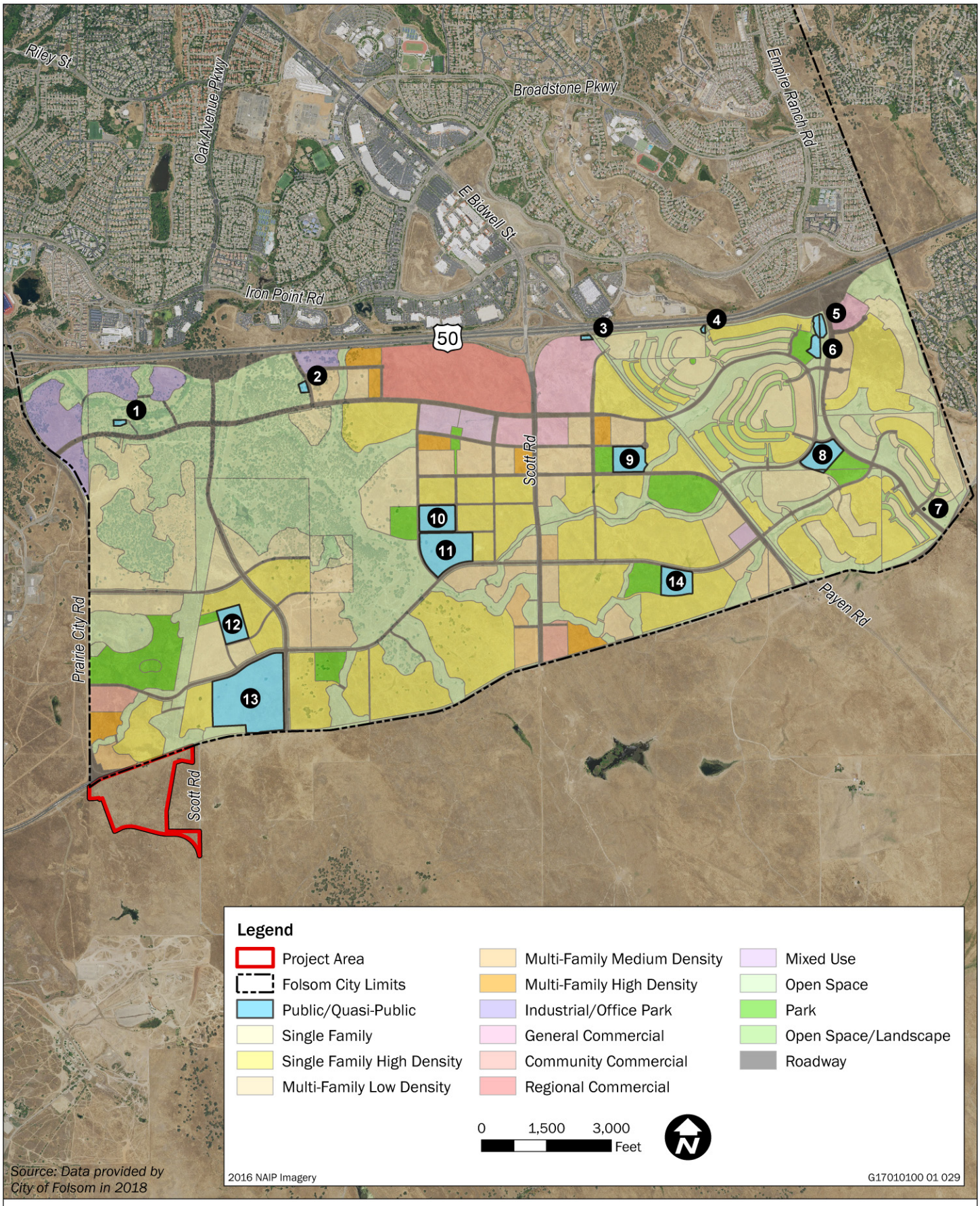

Exhibit 5-4 **Public/Quasi-Public Land Within the Folsom Plan Area**

5.3.2 Alternative Sites Located Outside the City Boundaries

The City evaluated the suitability of several locations outside of the City boundaries. Two of these sites are mapped below (Exhibits 5-5 and 5-6, Locations 4 and 5) and are located to the west of Prairie City Road and adjacent to White Rock Road.

The primary concerns identified regarding these sites include; distance to day-to-day operations, access limitations, environmental constraints, distance to utility connections, and topography. For reference, the alternative sites are approximately 1.7 miles further to the west of the Project site and approximately 7.2 miles from City Hall. This distance is significant considering the City's ability to provide timely customer service to all City residents and customers, increased vehicle operation and maintenance costs, and increased labor costs. Over the 50+ year anticipated life of the new corporation yard (which could be even longer), the increased distance places a significant lifecycle expense burden on the City. This site is also farther from existing sewer and water infrastructure and would cost significantly more to extend service to this site (Nugen, pers. comm., 2017).

Access to these sites is limited as well. The two sites are adjacent to White Rock Road; however, both sites are restricted to right-in, right-out movements which would necessitate vehicles to drive further to the west to make a U-turn at the next signal. Additionally, the existing signal to the west would need enhancements to allow larger vehicles to complete a U-turn movement. To make these sites viable, a signalized intersection would need to be constructed at a considerable expense and additional environmental impact. Because this area of White Rock Road is part of the planned future SouthEast Connector, the SouthEast Connector JPA would likely not permit adding additional signals along this section of White Rock Road. Therefore, these locations could result in in potentially significant traffic safety issues.

An additional concern is the topography of the sites. The northern site (Location 4) is approximately 45 acres; however, only the southerly 14.5 acres are usable without substantial grading of the parcel. There is a significant elevation difference with mine tailings on the northern side of the parcel, which would be required to be removed from the site and would result in substantial soil and rock exportation from the site. There is also a large grove of trees that would need to be removed and potentially mitigated.

The southern site is approximately 170 acres and there appears to be a very large stock pond on the northern portion of the site and several active groundwater monitoring wells on the parcel. The groundwater monitoring wells are associated with previous activities at Aerojet and could indicate the presence of contaminated soil and/or groundwater.

Given the distance away from the city limits and significant issues associated with site access, topography, environmental concerns, increased operation and maintenance expenses, as well as the overall usability of these sites and the inability of meeting the project objectives of locating the new corporation yard within the City boundaries and implementing the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, these alternative locations would not be viable alternative options for a future corporation yard and were rejected from further consideration.

The City considered selecting an area that would be within the County's Urban Services Boundary (USB) and adjacent to the City boundary (Location 6, Exhibit 5-7). As described in the Phase 1 ESA for the project site (Appendix C), Location 6 is between the city boundaries of Rancho Cordova and Folsom. Much of this area is part of the Aerojet Superfund Site and is part of a multi-year remediation effort. As such, this area is not suitable for City use and was not considered further.

Additionally, the City also considered an alternative configuration on the current project site (Exhibit 5-8). While this configuration would include a smaller footprint than the project site, it would not be contiguous with city limits, would not be consistent with LAFCo's mandate to ensure logical and orderly growth. Accordingly, this alternative would not be viable and was rejected from further consideration.

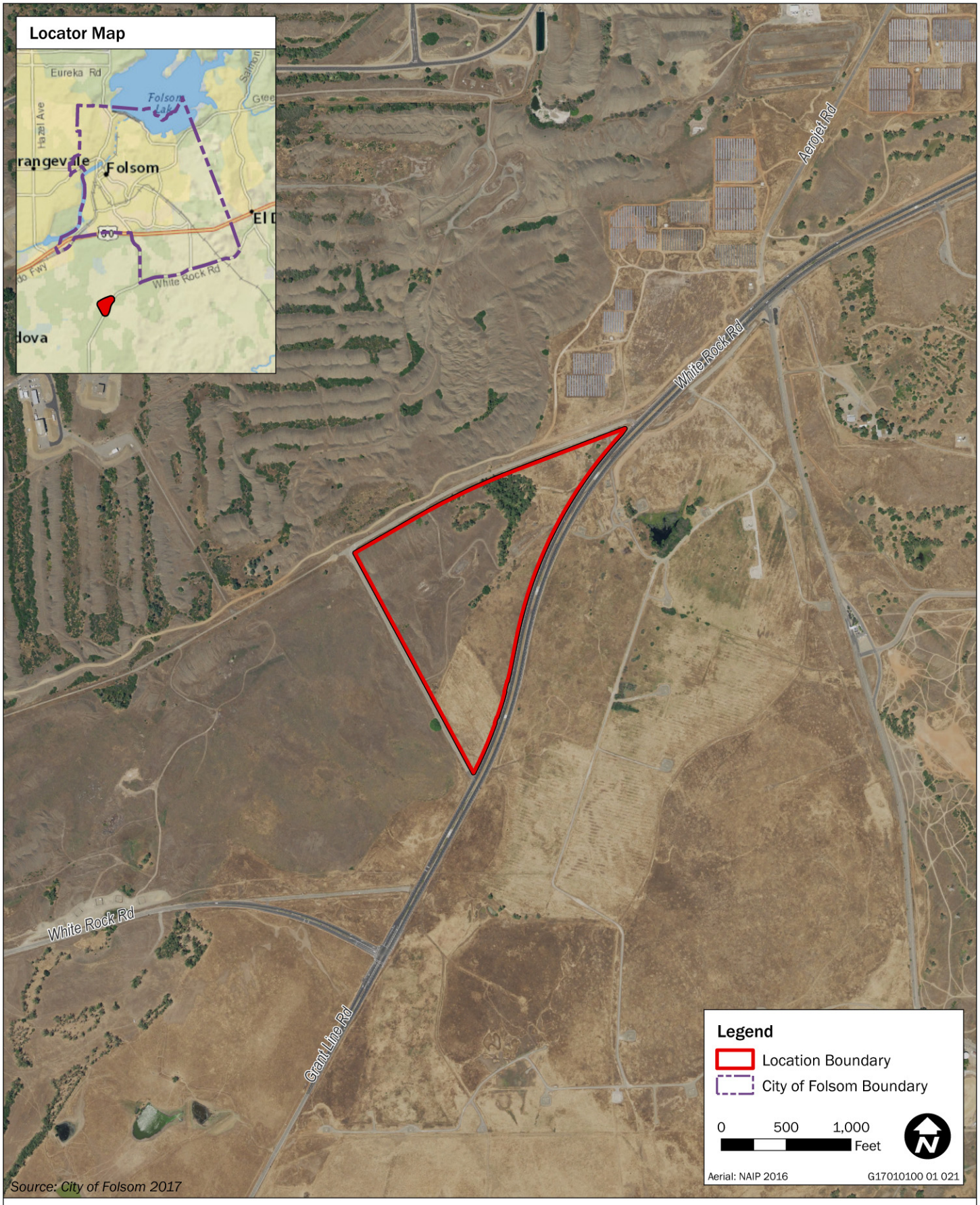

Exhibit 5-5

Location 4

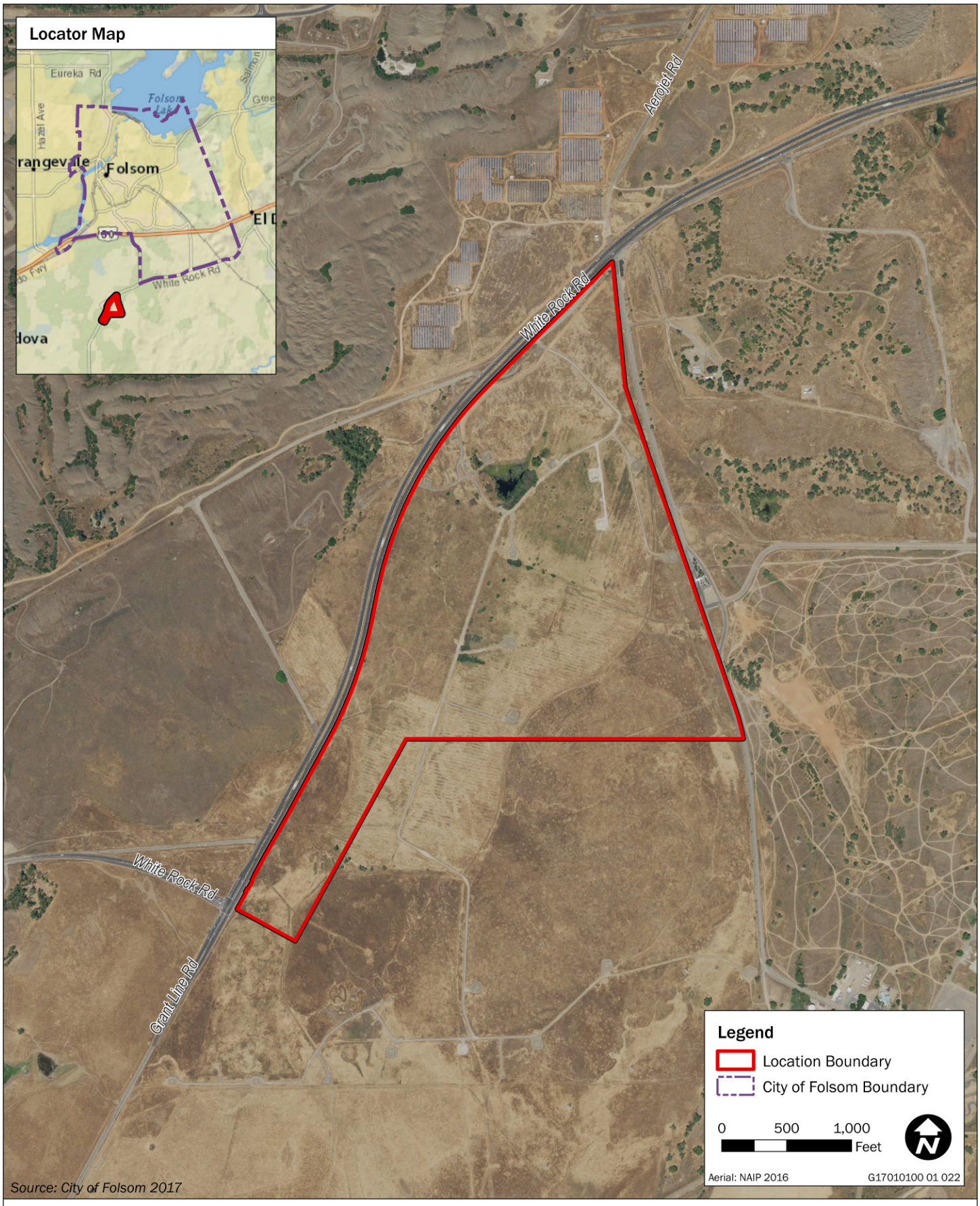

Exhibit 5-6

Location 5

ASCENT ENVIRONMENTAL

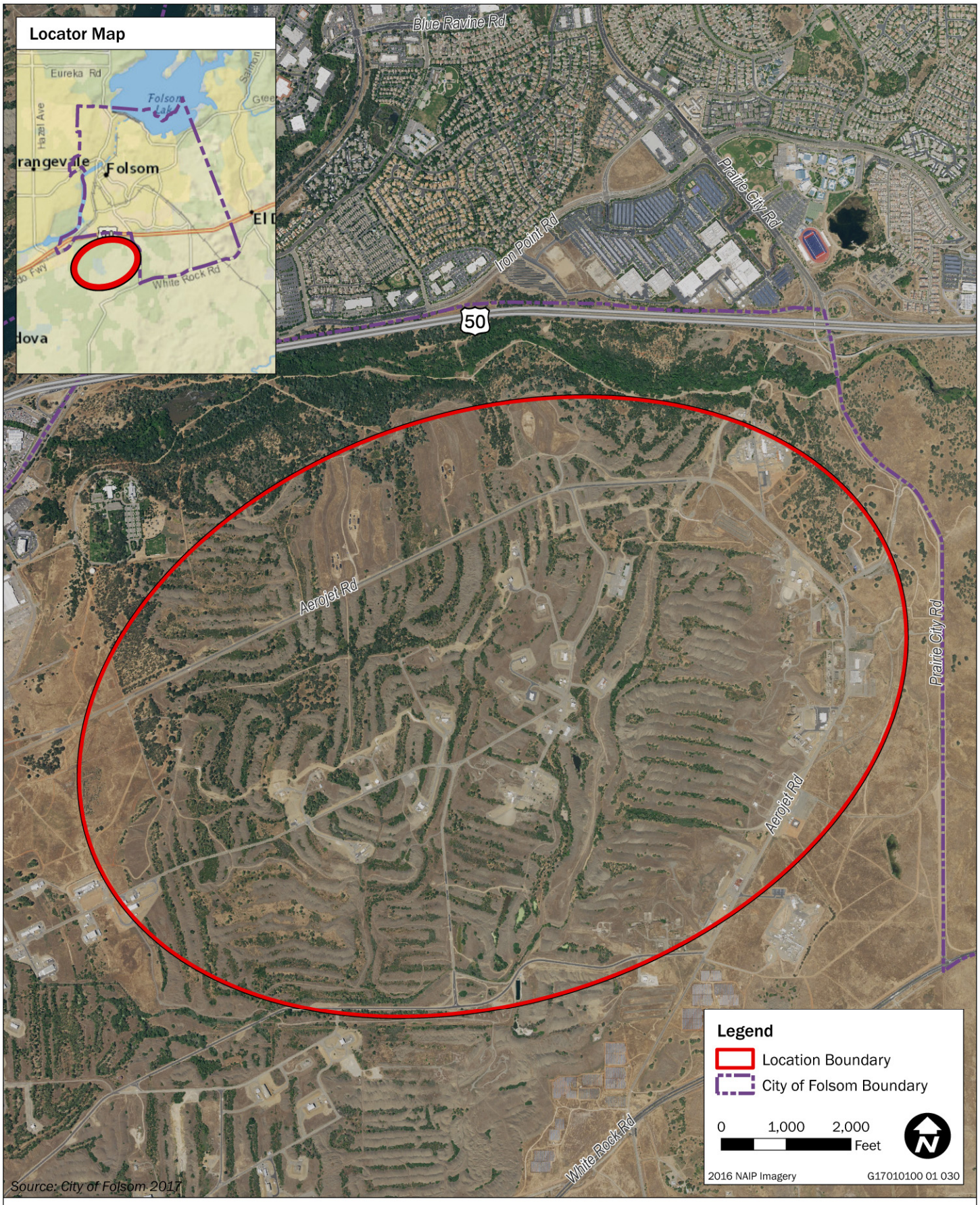

Exhibit 5-7

Location 6

ASCENT ENVIRONMENTAL

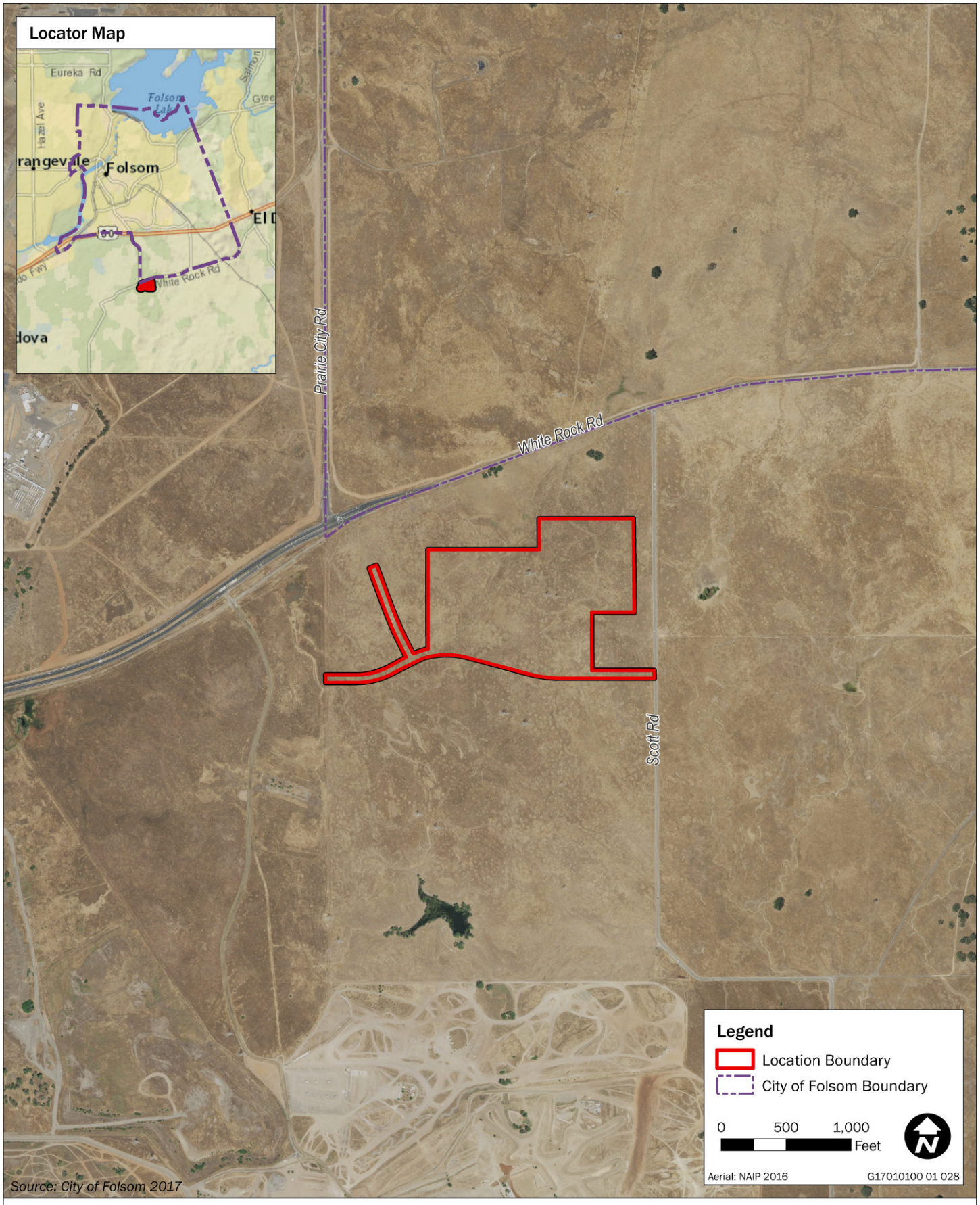

Exhibit 5-8 **Alternate Project Site Configuration**

5.4 EVALUATION OF ALTERNATIVES

The following alternative to the project is evaluated in detail, as described below:

- **Alternative 1: No Project** – This alternative would consist of not approving the Folsom Corporation Yard SOIA, annexation, or changes to land use/zoning designations. The SOIA/annexation area would remain under the jurisdiction of Sacramento County with no changes to the current General Agriculture 80 land use designation and Special Planning Area zoning.

Over the past 10 years, the City has engaged in a comprehensive evaluation of site options for relocation of its corporation yard including the preparation of a June 2016 memo evaluating potential sites (Nugen, pers. comm., 2016) and review of new site options since that time. As a result of that evaluation, the City has undertaken a good-faith effort at bringing forward potential feasible site options for consideration. The project has been recommended because it meets the City's objectives and based on preliminary review would result the fewer environmental impacts or constraints than other available sites. As such, the project has been evaluated throughout this EIR. In consideration of the project's significant impacts (listed above), the City again reconsidered whether there are any available options or sites that could be implemented to reduce environmental impacts while achieving some project objectives. The constraints associated with those options (Locations 1 through 5) considered have been summarized above and as described demonstrate that none of these options could feasibly meet some project objectives while at the same time reducing environmental impacts. Many of these options would result in similar land use conflicts because of the presence of nearby sensitive receptors, which is a primary driver of relocating the current corporation yard.

The only other option for the City would be to continue status quo conditions and incrementally add additional facilities and equipment to existing yard sites where it is feasible to do so. This is the current situation of the City and would be representative of a "No Project Alterative." This option is evaluated as part of Alternative 1 below. No other feasible sites or options are available or known to the City that could be implemented to achieve some of the project's objectives and reduce environmental impacts.

5.4.1 Alternative 1: No Project Alternative

Under the No Project Alternative, the proposed SOIA would not be established, the City of Folsom's General Plan would not be amended, the site would not be annexed or prezoned, and the area would remain under Sacramento County's jurisdiction. The County general plan land use designation would remain as General Agricultural 80-acre. The No Project Alternative would not meet any of the project objectives. As described in Chapter 2, *Project Description,* the Leidesdorff Yard is fully occupied and unable to support current and future service requirements. In addition, the site is poorly configured with older, inefficient structures, located adjacent to residential neighborhoods in Historic Folsom and is in close proximity to American River. Under this alternative, the City would maintain its existing operational conditions and would continue to provide services to residents and the community. Where feasible to do so, the City would incrementally add facilities and equipment within its existing yard sites in an effort to address operational needs and future growth. If available, the City could establish small satellite facilities adjacent or near existing facilities to supplement capacity for as long as feasible. However, as demonstrated through the 2008 Needs Assessment (City of Folsom 2008), the City's existing corporation yard capacity and areas surrounding these facilities is deficient and cannot meet the long-term projected demands. At the point when the City would not be able to adequately provide services, the City would need to seek other service options for its residents, the feasibility of which is currently unknown.

EVALUATION OF ENVIRONMENTAL EFFECTS

Aesthetics

The No Project Alternative would continue limited grazing uses at the site and would retain the existing visual character and lighting conditions of the area. While project impacts to the visual character and lighting/glare conditions of the area are significant and unavoidable under project and cumulative conditions, this impact would be avoided under the No Project Alternative. In addition, the No Project Alternative would not include significant and unavoidable impacts to a scenic vista in a local scenic corridor (Scott Road). The footprint of existing yard facilities would remain unchanged and the same types of activities would occur at these sites. No substantial changes to views of existing yard facilities would occur and impacts would be less-than-significant. Therefore, the aesthetic impacts of the No Project Alternative would be less.

Agriculture and Forestry Resources

The No Project Alternative would continue existing conditions at the site and no development would occur. While the project would result in the significant and unavoidable impacts under project and cumulative conditions for loss of grazing land outside the USB (per Sacramento County policy) and prime agricultural land defined by LAFCo, this alternative would not result in the conversion of any agricultural lands. The footprint of existing yard facilities would remain unchanged and no agricultural or forestry land would be altered under this alternative and impacts would be less-than-significant. Overall, the agricultural resource impacts of the No Project Alternative would be less.

Air Quality

Under the No Project Alternative, construction of a new corporation yard would not occur and, therefore, no construction-related emissions would be generated. However, the City would need to continue to expand its services to meet the demands of existing and projected future growth with the City. This expansion could come from staging additional vehicles and equipment at existing yards and/or constructing small satellite yards adjacent or near existing facilities to meet demand. As such, operational activities and associated air emissions would not be substantially different under the No Project Alternative; however, their location would be more dispersed throughout the City. Therefore, the air quality impacts of the No Project Alternative would be similar to those that would occur with the project.

Biological Resources

Under the No Project Alternative, there would be no activity within the project site. This would retain the grasslands and trees in the SOIA/annexation area that support special-status plant and wildlife species known to occur in the region. While mitigation is available to reduce some project biological resource impacts to a less-than-significant level, these impacts would be substantially reduced or avoided under the No Project Alternative. The footprint of existing yard facilities would remain unchanged and the same types of activities would occur at these sites. No significant biological resources impacts would be anticipated. Where new or expanded satellite facilities may be constructed, potential biological impacts could occur. It is anticipated that the City would implement similar mitigation as recommended for the project to reduce impacts. Therefore, the biological resource impacts of the No Project Alternative would be similar.

Cultural and Tribal Cultural Resources

Under the No Project Alternative, impacts to archaeological, historical, paleontological, and tribal cultural resources would be less under the No Project Alternative because there would be no ground disturbance of the project site related to future corporation yard development. The footprint of existing yard facilities would remain unchanged and the same types of activities would occur at these sites. No significant cultural resources impacts would be anticipated. Where new or expanded satellite facilities may be constructed, potential cultural impacts could occur. It is anticipated that the City would implement similar mitigation as recommended for the project to reduce impacts. Overall, impacts would be similar.

Energy

If the SOIA/annexation is approved, a future corporation yard would be built under the most current standards regarding energy efficiency. In addition, Mitigation Measure 3.7-1 would require the City to improve the energy efficiency of a future corporation yard through construction reductions and replacement of diesel-fueled heavy-duty vehicles with renewable natural gas or renewable diesel-fueled vehicles, replacement of gasoline-fueled passenger vehicles with electric vehicles, and installation of onsite renewable energy. Under the No Project Alternative, the existing corporation yard facilities are not built to be to the same energy efficient standards that would occur under the project and fleet vehicles would continue to burn nonrenewable fuels. Accordingly, even though the City plans to replace fleet vehicles with more energy-efficient vehicles in the future whether or not a new corporation yard is built, the project (to be built with the latest energy efficiency measures) would be more energy efficient than the No Project Alternative.

The No Project Alternative would not require the extension of offsite energy infrastructure that would result in significant and unavoidable impacts for the project. While small expansions of existing yard facilities or satellite facilities may occur under this alternative, because these areas are located in the urban core of the City it is anticipated that sufficient energy infrastructure connections would be available without the need for offsite impacts. Overall, energy impacts would be less.

Greenhouse Gas Emissions and Climate Change

Under the No Project Alternative, construction of a new corporation yard would not occur and, therefore, no construction-related GHG emissions would be generated. However, the City would need to continue to expand its services to meet the demands of existing and projected future growth with the City. This expansion could come from staging additional vehicles and equipment at existing yards and/or constructing small satellite yards to meet demand. As such, operational activities and associated GHG emissions would not be substantially different under the No Project Alternative; however, their location would be more dispersed throughout the City. Therefore, the GHG impacts of the No Project Alternative would be similar to those that would occur with the project.

Hazards and Hazardous Materials

Under the No Project Alternative, there would not be the potential to expose residents to sources of contamination from site development. While mitigation is available to reduce project hazards to a less-than-significant level, these impacts would be avoided under the No Project Alternative. Therefore, the construction-related hazards and hazardous impacts of the No Project Alternative would be less.

Hydrology and Water Quality

The No Project Alternative would avoid an increase in impervious surface area, which would increase surface water infiltration and reduce sedimentation and other pollutants in stormwater runoff. However, the No Project Alternative would also remove the City's ability to construct a modern facility with up-to-date design features meant to protect water quality and reduce runoff which would be a valuable outcome of the project. The existing Leidesdorff Yard was built in an earlier era with fewer built-in protections for water quality. The City has been diligent to meet requirements of its NPDES permit and has implemented best practices to protect water quality and prevent contaminated runoff from leaving the site. However, because this was not designed into the site when it was built, it requires constant surveillance and maintenance. The Leidesdorff site is located adjacent to the American River corridor which makes it even more imperative that the City protect water quality. The No Project Alternative would avoid an increase in impervious surface area at the project site. However, the City would not be able to retire the Leidesdorff site and would continue to operate this older facility. Overall, the hydrology and water quality impacts of the No Project Alternative would be similar.

Noise and Vibration

Continued vacancy of the SOIA/annexation area would avoid operational noise impacts that could exceed Sacramento County and City of Folsom noise standards. However, the City would need to continue to expand its services to meet the demands of existing and projected future growth with the City. This expansion could

come from staging additional vehicles and equipment at existing yards and/or constructing small satellite yards to meet demand, which could result in construction-related noise impacts. As such, operational activities and associated noise would not be substantially different under the No Project Alternative; however, their location would be more dispersed throughout the City. This could potentially cause noise impacts to additional sensitive receptors. In addition, noise generated by the activities at the existing Leidesdorff Yard has already caused issues with neighbors. The current site used to have two entrances. However, due to neighbor complaints on noise, one of these entrances was closed. Under the No Project Alternative, construction of a new corporation yard would not occur and, therefore, no construction-related noise would be generated but operational noise would continue and may expand. Therefore, the noise impacts of the No Project Alternative would be similar to those that would occur with the project.

Transportation and Circulation

The No Project Alternative would not immediately introduce new traffic to the area around the project site. However, the City would need to continue to expand its services to meet the demands of existing and projected future growth with the City. This expansion could come from staging additional vehicles and equipment at existing yards and/or constructing small satellite yards to meet demand. As such, operational activities and associated trips would not be substantially different under the No Project Alternative; however, their location would be more dispersed throughout the City. Therefore, the transportation impacts of the No Project Alternative would be similar to those that would occur with the project.

Utilities and Service Systems

Under the No Project Alternative, construction of additional utility infrastructure would not be required because the City would not need to extend utilities to the project site However, the City would need to continue to expand its services to meet the demands of existing and projected future growth with the City. This expansion could come from staging additional vehicles and equipment at existing yards and/or constructing small satellite yards to meet demand. Presumably, sites within the City would already have nearby utilities available. Therefore, the utilities and service systems impacts of the No Project Alternative would be less than those that would occur with the project.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines Section 15126.6 states that “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” As shown in Table 5-2, below, the No Project Alternative is the environmentally superior alternative because it would avoid more of the significant impacts than would the project. However, the No Project Alternative would not meet any of the project’s objectives.

For the reasons set forth in Section 5.3, *Alternatives Dismissed from Detailed Evaluation,* above, the City concluded that there were no other feasible alternatives to the project.

Table 5-2 Comparison of Environmental Impact of Alternatives

Section		Project	No Project Alternative
3.1	Aesthetics	Significant and Unavoidable	Less
3.2	Agriculture and Forestry Resources	Significant and Unavoidable	Less
3.3	Air Quality	Less than Significant with mitigation	Similar
3.4	Biological Resources	Significant and Unavoidable	Similar
3.5	Cultural and Tribal Cultural Resources	Less than Significant with mitigation	Similar
3.6	Energy	Significant and Unavoidable	Less
3.7	Greenhouse Gas Emissions and Climate Change	Less than Significant with mitigation	Similar
3.8	Hazards and Hazardous Materials	Less than Significant with mitigation	Less
3.9	Hydrology and Water Quality	Less than Significant with mitigation	Similar
3.10	Noise and Vibration	Significant and Unavoidable	Similar
3.11	Transportation and Circulation	Less than Significant with mitigation	Similar
3.12	Utilities and Service Systems	Less than Significant with mitigation	Less

6 REORGANIZATION

6.1 INTRODUCTION

The Cortese-Knox Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 5600, et. seq.) charges LAFCo with ensuring the timely and orderly formation of local government agencies and boundaries, to preserve prime agricultural and open space resources, and to discourage urban sprawl. Pursuant to the Act, LAFCo is responsible for reviewing logical and timely changes in local government boundaries, including reorganizations such as those considered in the Folsom Corporation Yard SOIA/annexation project. The reorganization chapter of the EIR summarizes setting information and identifies potential impacts related to reorganization of the project specific to the Sacramento Local Agency Formation Commission's (LAFCo) policies and standards related to the environment.

A reorganization is defined as two or more changes of organization. Reorganization of the project site consists of annexation of the project site to the City of Folsom (City) and Sacramento Regional County Sanitation District (Regional San) and detachment from affected special districts. The project and cumulative environmental impacts of the conversion of the project site from agricultural/vacant land to industrial development are addressed in Sections 3.1 through 3.12 of this EIR.

6.2 ENVIRONMENTAL SETTING

The following is the environmental setting that applies to the reorganization request. Please see Chapter 1, *Introduction,* Section 3.2, *Agricultural and Forestry Resources*, for regulations regarding agricultural resources, Section 3.9, *Hydrology and Water Quality*, and Section 3.12, *Utilities and Service Systems,* for discussion of population and housing, affordable housing, disadvantaged communities, environmental justice, recreation, agriculture, and public services.

6.2.1 Overview of Reorganization Request

The project would involve the reorganization of 57.8 acres in unincorporated Sacramento County, south of U.S. Highway 50 and the City of Folsom boundary (see Exhibit 2-2). This reorganization would involve annexation and detachment of the 57.8 acres from the following service districts:

- annexation to the City of Folsom,
- annexation to Regional San,
- detachment from Sacramento Regional Solid Waste Authority,
- detachment from Sacramento Metropolitan Fire District (fire protection and emergency services),
- detachment from County Service Area No. 1 (street and highway lighting),
- detachment from County Service Area No. 10 (enhanced transportation services),
- detachment from Wilton/Cosumnes Park and Recreation Area (County Service Area 4B),
- detachment from Zone 13 of the Sacramento County Water Agency Zone 13, and
- detachment from Sloughhouse Resource Conservation District.

6.2.2 Fire Protection

SACRAMENTO METROPOLITAN FIRE DISTRICT

The project site is currently located within the boundaries of the Sacramento Metropolitan Fire District. Sacramento Metropolitan Fire District (Metro Fire) is an independent, special fire district located in the northern, unincorporated portion of Sacramento County, and a small part of Placer County. Metro Fire is bordered by—but does not include— the Natomas Fire Protection District or the City of Sacramento to the west, the City of Folsom to the northeast, and the City of Elk Grove to the southwest. The Cities of Citrus Heights and Rancho Cordova are both located in the northern portion of the District. The other towns and communities within Metro Fire are unincorporated, and the County has land use jurisdiction over these communities.

Metro Fire provides emergency and fire response services to nearly 600,000 people in a 417-square-mile area from 42 stations and employs 750 uniformed and support personnel. Metro Fire provides fire protection, fire prevention, fire safety education, emergency medical aid, and other emergency response services. The closest fire stations to the Project site are approximately 9 and 8 miles away at Station 63 (12395 Folsom Boulevard, Rancho Cordova, CA 95670) and Station 32 (8890 Roediger Lane, Fair Oaks, CA 95628), respectively.

CITY OF FOLSOM FIRE DEPARTMENT

If the annexation is approved, fire protection services within the project site would become the responsibility of the City of Folsom Fire Department. The department has approximately 65 employees that provide fire protection and emergency medical services to approximately 77,271 residents in an area covering 30 square miles (City of Folsom 2017a). Fire personnel are typically assigned on a three-shift work schedule, which provides the city with coverage 24 hours a day, 7 days a week. The department maintains four fire stations within the City, with a fifth fire station currently being built and estimated to be completed in August of 2018:

- Station 35—535 Glenn Drive
- Station 36—9700 Oak Avenue Parkway
- Station 37—70 Clarksville Road
- Station 38—1300 Blue Ravine Road
- Station 39 (currently under construction)—2139 Ritchie Road

The department provides paramedic/advanced life support services from all four stations using cross-trained firefighter/paramedics. The department participates in a countywide resource deployment plan that ensures the closest available emergency crew responds to the scene of emergencies, regardless of geographic boundaries. In 2017, the department responded to 7,618 requests for service, an average of 20.8 per day. The City of Folsom currently has 0.864 firefighters per 1,000 residents (Rodriguez, pers. comm., 2018).

The Insurance Services Office (ISO) rating is the recognized classification for a fire department or district's ability to defend against major fires. A rating of 10 generally indicates no protection, whereas an ISO rating of 1 indicates high firefighting capability. The department's ISO rating is currently a class 2.

First-response service to the project site would be provided by Station 35 at 535 Glenn Drive, approximately 4.3 miles north of the project site via Prairie City Road. A new fire station is planned to be built north of White Rock Road in the FPASP area and within 3.1 miles from the project site. When that station is built, it would serve as the closest emergency response for the SOIA/annexation area. That fire station will be Folsom's sixth fire station.

6.2.3 Street and Highway Lighting

COUNTY SERVICE AREA NO. 1

The project site is currently located within the boundaries of the Sacramento County Service Area 1. County Service Area 1 provides the street and highway safety light maintenance in the area with some road maintenance, as well (LAFCo 2017a). The service area encompasses Unincorporated Sacramento County, plus the city of Rancho Cordova. The County provides maintenance to 23,140 street lights and 3,770 highway safety lights (LAFCo 2017a). No street lights are located on the project site contains.

CITY OF FOLSOM STREET MAINTENANCE DIVISION

If the annexation is approved, the street maintenance would be provided by the City of Folsom Street Maintenance Division. The division provides pavement condition inspection, pavement maintenance, sidewalk uplift/trip hazard repair, alley maintenance, street sweeping, weed abatement, creek and storm drain inspections and maintenance, and streetlight maintenance. The City of Folsom has maintained a Pavement Management Five Year Capital Plan since Fiscal Year 2004 (City of Folsom 2017b).

6.2.4 Transportation Services

COUNTY SERVICE AREA NO. 10

The County Service Area No. 10 currently provides extended transportation and related services to the area which includes the project site; however, there are no services being provided to the project site. The only active zone of benefit consists of the North Vineyard Station Specific Plan area while the unincorporated portion of Mather Field Specific Plan remains an inactive part of the County Service Area No. 10 (LAFCo 2017b).

6.2.5 Drainage and Wastewater Service

SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT

Regional San is authorized for operation, maintenance, and construction of wastewater conveyance, treatment, and recycling facilities of greater than 10 million gallon per day capacity. Regional San is controlled by a governing body consisting of representatives from Yolo County and from the Cities of Sacramento County, Folsom and Sacramento, Citrus Heights, and Elk Grove and Rancho Cordova and West Sacramento (LAFCo 2017c). If the project is approved the project site would be annexed into Regional San's SOI.

SACRAMENTO COUNTY WATER AGENCY, DRAINAGE DIVISION

The Sacramento County Water Agency is authorized to perform drainage, water supply and flood control. Zone 13 of the Sacramento County Water Agency was established in 1987 to perform studies related to water supply, drainage and flood control affecting all or part of the unincorporated areas of Sacramento (including the project site) and the City of Citrus Heights.

CITY OF FOLSOM DEPARTMENT OF PUBLIC WORKS

The City of Folsom Department of Public works provides storm drainage service to the City of Folsom. It is responsible for the design and management of capital improvement projects in the city including drainage facilities. Upon annexation, the project site would be located within the boundaries of the City of Folsom Department of Public Works.

6.2.6 Parks and Recreation

The project site is vacant grazing land and contains no existing park or recreation features. The only built features onsite are high-voltage transmission lines. Sacramento County zones this property as a Special Planning Area. To the west, California State Parks has an off-highway motor vehicle park, Prairie City State Vehicular Recreational Area (SVRA), which contains trails and tracks open to almost daily off-highway motor vehicle use.

COUNTY SERVICE AREA 4B (WILTON-COSUMNES PARKS AND RECREATION AREA)

The project site is currently within the boundary of the Wilton Cosumnes Parks and Recreation Area 4B. This County Service Area is a rural area responsible for the park and recreation services in the area. There are 4 acres of developed land and 23 acres of undeveloped land in the district meant for recreation uses. The project site is not part of the lands meant for recreation uses in the district. The undeveloped land is the Wilton Community Park Site located approximately 20 miles southwest from the project site. There are two school parks and one park under development for which the County is responsible (LAFCo 2017d).

CITY OF FOLSOM PARKS AND RECREATION DEPARTMENT

The City of Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the City. The Department also maintains the City's trail system and oversees the City's Lighting and Landscape Division.

6.2.7 Natural Resources

AGRICULTURAL LANDS

As described in Section 3.2, *Agriculture and Forestry Resources*, LAFCo utilizes a definition of agricultural lands that differ from those utilized under CEQA. Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act defines "prime agricultural land" as:

"Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

(a) Land that qualifies, if irrigated, for rating as class I or class II in the U.S. Department of Agriculture (USDA) NRCS land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

(b) Land that qualifies for rating 80 through 100 Storie Index Rating.

(c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the USDA in the National Range and Pasture Handbook, Revision 1, December 2003.

(d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

(e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

Approximately 80 percent of the site is would qualify as prime agricultural land under LAFCo's definition (b), above (see Table 3.2-2).

OPEN SPACE

The project site is vacant grazing land. The only built features onsite are high-voltage transmission lines. Sacramento County zones this property as a Special Planning Area (see Chapter 3.2 for detailed discussion).

SLOUGHHOUSE RESOURCE CONSERVATION DISTRICT

Resource Conservation Districts (RCDs) are special districts of the state of California, set up under California law to be locally governed agencies with their own locally appointed or elected, independent boards of directors. California RCDs implement projects on public and private lands and educate landowners and the public about resource conservation. The Sloughhouse RCD includes agricultural land in south Sacramento County, bordered by White Rock Road to the north, El Dorado County to the east, and San Joaquin County to the south. The western boundary is comprised of Grant Line Road, and the eastern boundaries of the cities of Elk Grove and Galt.

RCD activities specifically include: control of runoff water, prevention or control of soil erosion, development and distribution of water, improvement of land capabilities, dissemination of information and the conducting of demonstration projects in soil conservation. RCDs can, with the consent of the public agency or person owning the land, construct terraces, levees, dams, plant trees, shrubs, and other vegetation. The districts also promote wildlife conservation (LAFCo 2017e). The Sloughhouse RCD does not engage in any activities on the project site.

6.3 REGULATORY SETTING

The following are provisions that apply to the reorganization request. Please see Section 3.2, *Agricultural and Forestry Resources*, for regulations regarding agricultural resources, Section 3.9, *Hydrology and Water Quality*, and Section 3.12, *Utilities and Service Systems,* for regulations regarding public service provisions.

6.3.1 Sacramento Local Agency Formation Commission

Reorganization of the project site is subject to LAFCo's *Policy, Standards and Procedures Manual*. The following provisions are applicable to the project.

GENERAL POLICIES

1. CEQA requires that LAFCo assess the environmental consequences of its actions and decisions, and take actions to avoid or minimize a project's adverse environmental impacts, if feasible, or approve a project despite significant effects because it finds overriding considerations exist. To comply with CEQA, the LAFCo will take one or more of the following actions:

    a. At its discretion, approve a project without changes if environmental impacts are insignificant;

    b. Require an applicant to modify a project;

    c. Establish mitigating measures as a condition of its approval of the proposal, (note the Commission may also impose terms and conditions of project approval other than CEQA identified mitigation measures.);

d. Modify and approve to avoid or lessen environmental impacts, or disapprove the proposal because of unacceptable adverse environmental impacts;

e. Approve the project despite its significant effects by making findings of overriding concern.

2. LAFCo will favorably consider those applications that do not shift the cost for services and infrastructure benefits to other service areas.

3. The LAFCo encourages the use of service providers which are governed by officials elected by the citizens.

4. Community needs are met most efficiently and effectively by governmental agencies which:

- are already in existence;
- are capable of coordinating service delivery over a relatively large area;
- provide more than one type of service to the territory which they serve.

GENERAL STANDARDS

B. Conformance with applicable general and specific plans

1. LAFCo will approve changes of organization or reorganization only if the proposal is consistent with the General Plan and applicable Specific Plans of the applicable planning jurisdiction.

2. For purposes of the above policy, the applicable planning jurisdiction is as follows:

a. For annexations to a city, the applicable jurisdiction is the city to which annexation is proposed;

b. For applications for annexation to or detachment from a district all of whose territory lies within an adopted Sphere of Influence of a city, the General Plan of the city;

c. For an application for annexation to a special district for lands outside an adopted city Sphere of Influence, the Sacramento County General Plan;

d. For an application for annexation or detachment from a district whose territory lies in both the city and the unincorporated area of the county, the General Plan of the city unless the project lies outside of the city's Sphere of Influence; and

e. For applications for incorporations, this standard is inapplicable.

3. For purposes of this standard, the proposal shall be deemed consistent if the proposed use is consistent with the applicable General Plan designation and text, the applicable General Plan is legally adequate and internally consistent and the anticipated types of services to be provided are appropriate to the land use designated for the area.

4. The governing body of the applicable planning jurisdiction shall recommend by resolution whether the proposal meets all applicable consistency requirements of state law, including internal consistency. LAFCo shall retain jurisdiction to determine consistency pursuant to its jurisdiction to approve, disapprove or condition changes of organization or reorganization and may require additional information if necessary.

C. Boundaries

1. LAFCo will not accept as complete any application for a proposal unless it includes boundaries that are definite, certain, and fully described.

2. The LAFCo will approve only applications with boundaries that do the following:

    a. Seek to correct where relevant illogical boundaries within the affected agency's Sphere of Influence;

    b Provide for a mixture of revenue producing and non- or limited- revenue producing properties; and

    c. Follow where relevant natural or man-made features and include logical service areas.

3. The LAFCo will not approve applications with boundaries which:

    a. Split neighborhoods or divide an existing identifiable community, commercial district, or other areas having a social or economic identity;

    b. Result in islands, corridors or peninsulas of incorporated or unincorporated territory or otherwise cause or further the distortion of existing boundaries;

    c. Are drawn for the exclusive purpose of encompassing revenue-producing territories;

    d. Create areas for which it is difficult to provide services; or

    e. Split parcels.

4. LAFCo will make exceptions to the requirements of this standard only if the exception:

    a. Is rendered necessary because of unique circumstances;

    b. Results in improved quality or lower cost of service available to the affected parties; or

    c. There exists no feasible and logical alternative.

E. Agricultural Land Conservation

LAFCo will exercise its powers to conserve agricultural land pursuant to the following standards:

1. LAFCo will approve a change of organization or reorganization which will result in the conversion of prime agricultural land in open space use to other uses only if the Commission finds that the proposal will lead to the planned, orderly and efficient development of an area. For purposes of this standard, a proposal leads to the planned, orderly and efficient development of an area only if all of the following criteria are met:

    a. The land subject to the change of organization or reorganization is contiguous to either lands developed with an urban use or lands which have received all discretionary approvals for urban development.

    b. The proposed development of the subject lands is consistent with the Spheres of Influence Plan, including the Master Services Element (Municipal Services Review) of the affected agency or agencies.

    c. Development of all or a substantial portion of the subject land is likely to occur within five years. In the case of very large developments, annexation should be phased whenever feasible. If the Commission finds phasing infeasible for the specific reasons, it may approve annexation if all or a substantial portion of the subject land is likely to develop within a reasonable period of time.

    d. Insufficient vacant non-prime lands exists within the applicable Spheres of Influence that are planned, accessible, and developable for the same general type of use.

e. The proposal will have no significant adverse effect on the physical and economic integrity of other agricultural lands. In making this determination, LAFCo will consider the following factors:

(1) The agricultural significance of the subject and adjacent areas relative to other agricultural lands in the region.

(2) The use of the subject and the adjacent areas.

(3) Whether public facilities related to the proposal would be sized or situated so as to facilitate the conversion of adjacent or nearby agricultural land, or will be extended through or adjacent to, any other agricultural lands which lie between the project site and existing facilities.

(4) Whether natural or man-made barriers serve to buffer adjacent or nearby agricultural land from the effects of the proposed development.

(5) Applicable provisions of the General Plan open space and land use elements, applicable growth management policies, or other statutory provisions designed to protect agriculture.

2. LAFCo will not make the affirmative findings that the proposed development of the subject lands is consistent with the Spheres of Influence in the absence of an approved Sphere of Influence Plan. LAFCo will not make the affirmative findings that insufficient vacant non- prime land exists within the Spheres of Influence Plan unless the applicable jurisdiction has:

a. Identified within its Spheres of Influence all "prime agricultural land" as defined herein.

b. Enacted measures to preserve prime agricultural land identified within its Sphere of Influence for agricultural use.

c. Adopted as part of its General Plan specific measures to facilitate and encourage in-fill development as an alternative to the development of agricultural lands.

SPECIFIC STANDARDS BY TYPE OF ACTION

A. Annexation to Cities

1. LAFCo will utilize Spheres of Influence through application of the following standards:

a. The LAFCo will approve an application for annexation only if the proposal conforms to and lies wholly within the approved Spheres of Influence boundary for the affected agency;

b. The LAFCo generally will not allow Spheres of Influence to be amended concurrently with annexation proposals;

c. The LAFCo will favorably consider proposals that are a part of an orderly, phased annexation program by an agency for territory within its Sphere of Influence;

d. An annexation must be consistent with a city's Municipal Service Review (aka Master Services Element) of its Sphere of Influence Plan; and

e. The LAFCo encourages the annexation to each city of all islands of unincorporated territory and all substantially surrounded unincorporated areas located within the city's Sphere of Influence.

2. The LAFCo will not approve proposals in which boundaries are not contiguous with the existing boundaries of the city to which the territory will be annexed, unless the area meets all of the following requirements:

a. Does not exceed 300 acres;

b. Is owned by the city;

c. Is used for municipal purposes; and

d. Is located within the same county as the city.

3. The LAFCo will favorably consider proposals to annex streets where adjacent municipal lands will generate additional traffic and where there are isolated sections of county road that will result from an annexation proposal. Cities shall annex a roadway portion when 50 percent of the property on either or both sides of the street is within the city.

4. The LAFCo will favorably consider annexations with boundary lines located so that all streets and rights-of-way will be placed within the same city as the properties which either abut thereon or for the benefit of which such streets and rights-of-way are intended.

5. An annexation may not result in islands of incorporated or unincorporated territory or otherwise cause or further the distortion of existing boundaries unless it is determined that the annexation as proposed is necessary for orderly growth, and cannot be annexed to another city or incorporated as a new city. Annexations of territory must be contiguous to the annexing city. Territory is not contiguous if its only connection is a strip of land more than 300 feet long and less than 200 feet wide.

6. The LAFCo opposes extension of services by a city without annexation, unless such extension is by contract with another governmental entity or a private utility.

B. Reorganization

The LAFCo will evaluate each component organizational change which makes up a reorganization proposal independently. In so doing, the LAFCo will follow the standards presented below:

1. LAFCo will strive to ensure that each separate territory included in the proposal, as well as affected neighboring residents, tenants, and landowners, receive services of an acceptable quality from the most efficient and effective service provider after the reorganization is complete.

2. The service quality, efficiency and effectiveness available prior to reorganization shall constitute a benchmark for determining significant adverse effects upon an interested party. The LAFCo will approve a proposal for reorganization which results in this type of significant adverse effects only if effective measures are included in the proposal.

6.3.2 Environmental Justice

Government Code Section 65040.12

Government Code Section 65040.12 (e) defines environmental justice as: “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws and policies.”

Cortese-Knox-Hertzberg Local Government Reorganization Act

The Cortese-Knox-Hertzberg Local Government Reorganization Act Section 56668(o) defines environmental justice as the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services. Environmental justice addresses issues concerning whether an activity could expose minority or disadvantaged populations to proportionately greater impacts compared with those borne by other individuals.

Senate Bill 244, Disadvantaged Unincorporated Communities

In 2011, Senate Bill (SB) 244 was enacted, resulting in changes to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Cortese-Knox-Hertzberg Act). LAFCos are now required to deny any application to annex to a city territory that is contiguous to a disadvantaged unincorporated community unless a second application is submitted to annex the disadvantaged community as well and LAFCos are required to evaluate disadvantaged unincorporated communities in a municipal service review. SB 244 defines "disadvantaged unincorporated community" as any area with 12 or more registered voters where the median household income is less than 80 percent of the statewide annual median.

6.3.3 Open Space

STATE

Cortese-Knox-Hertzberg Local Government Reorganization Act

Cortese-Knox-Hertzberg Local Government Reorganization Act Section 56059 defines "open space" as any parcel or area of land or water which is substantially unimproved and devoted to an open-space use, as defined in Government Code Section 65560.

Government Code Section 65560 defines open space in the following manner:

> (b)"Open-space land" is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:
>
> (1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.
>
> (2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
>
> (3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
>
> (4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.
>
> (5) Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of the military lands.
>
> (6) Open space for the protection of places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

6.4 IMPACTS AND MITIGATION MEASURES

METHODS AND ASSUMPTIONS

As noted above, the analysis below is focused on impacts related to reorganization of the project specific to the Sacramento LAFCo policies and standards for public services and the environment. The project and cumulative environmental impacts of conversion of the project site from agricultural/vacant land to industrial/corporation yard development are addressed in Sections 3.1 through 3.12 of this EIR.

SIGNIFICANCE CRITERIA

Impacts related to reorganization of the project would be considered significant if the project would result in conflicts with LAFCo policies and standards related to public service provision and the environment for any of the following:

- affordable housing;
- fire protection services;
- parks and recreation;
- wastewater and drainage service;
- transportation and lighting services;
- loss of prime agricultural lands (as defined by Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act); or
- loss of open space (as defined in Government Code Section 65560).

In addition, impacts related to the reorganization of the project site would be considered significant if the reorganization would result in adverse effects or impacts that are appreciably more severe in magnitude or are predominately borne by any segment of the population, for example, household population with low income or a minority population in comparison with a population that is not low income or minority (i.e., environmental justice impacts).

ISSUES NOT DISCUSSED FURTHER

A discussion of the potential for the project to affect parks and recreation, affordable housing, and disadvantaged communities, is discussed and dismissed in Chapter 1, *Introduction.* The discussion of the potential for the project to result in a loss of prime agricultural lands is discussed in Section 3.2, *Agricultural and Forestry Resources.* As these would be the same impacts as relates to open space defined per Government Code Section 65560, this topic is not further addressed in this chapter. Impacts on drainage service related to the City's provision of new service is discussed in Section 3.12, *Utilities and Service Systems.*

The Folsom Fire Department currently provides fire protection and emergency services to the existing corporation yard and other City facilities. The annexation of the project site into the City of Folsom would put the area under Folsom Fire Department protection as provided by the City. First-response service to the project site would be primarily provided by Station 35 at 535 Glenn Drive, approximately 4.3 miles north of the project site via Prairie City Road that has adequate capacity to serve the project. A new fire station is planned to be built north of White Rock Road in the FPASP area. When that station is built, it would serve as the closest emergency response for the SOIA/annexation area. Development of the site would be required to comply with the City's Fire Code (Chapter 8.36 of the Folsom Municipal Code). There would not be an impact to the Folsom Fire Department and this issue is not discussed further in this EIR.

The project site is not located near an existing developed community (project site and surrounding areas are undeveloped). Therefore, the SOIA/annexation area and surrounding areas do not contain low-income and/or minority populations or unincorporated disadvantaged communities. Therefore, the project would not affect any disadvantaged unincorporated communities or populations, and this issue is not discussed further in this EIR.

IMPACTS AND MITIGATION MEASURES

Impact 6-1: Impacts to the Sacramento Metropolitan Fire District

Detachment of the project site from Metro Fire would not result in significant service impacts to the district because the project site does not require fire services and the City and the County will negotiate a tax sharing agreement to address potential funding issues. Therefore, the project's impacts to Metro Fire would be **less than significant**.

The proposed annexation of the project site would involve the detachment of 57.8 acres from Metro Fire and annexation to the City that would be served by the Folsom Fire Department. This detachment would result in a minor reduction of Metro Fire service area by approximately 1.8 percent. This would decrease the land area Metro Fire is responsible for servicing and would also lose potential future funding that could be generated by the project site if the site is not for governmental purposes. However, the project site is currently open space and does not require fire services and generates no or minimal tax revenue for fire services. According to a recent tax bill, there is no separate levy for Metro Fire (Sacramento County 2017). It is possible that the countywide tax may include some fees towards Metro Fire; however, if the project is approved, the City is required to negotiate with the County regarding a tax sharing agreement. Any additional concerns related to potential loss of funding would be resolved through this negotiation. As a result, the detachment of the project site from Metro Fire would be a **less-than-significant** impact and would not create new or altered service impacts.

Mitigation Measures

No mitigation is required.

Impact 6-2: Impacts to Sacramento County Water Agency Zone 13

Detachment of the project site from Sacramento County Water Agency Zone 13 would not result in significant drainage service impacts because Zone 13 was established for the funding of water supply and drainage studies and does not include the maintenance of drainage facilities. Therefore, project's impacts to Sacramento County Water Agency Zone 13 would be **less than significant**.

Zone 13 of the Sacramento County Water Agency was established in 1987 to perform studies related to water supply, drainage and flood control affecting all or part of the unincorporated areas of Sacramento and the City of Citrus Heights. As noted above, the project site drainage and flood control would be provided by the City (no drainage facilities currently exist on the site). As identified in Section 3.8, *Hydrology and Water Quality*, implementation of Mitigation Measure 3.9-1 would require that stormwater drainage master planning be prepared for the entire project site as part of future site development. This process would require compliance with City stormwater quality requirements that are tied to its NDPES permit requirements to protect surface water quality. Thus, project's impact to the Zone 13 of the Sacramento County Water Agency would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 6-3: Impacts to Sacramento County Service Area No. 1 and 10

Detachment of the project site from Sacramento County Service Area No.1 (street and highway lighting) and No. 10 (enhanced transportation services) would not result in significant roadway facility service impacts because the project site is undeveloped and does not pose current transportation facility service impacts. Therefore, project's impacts to Sacramento County Service Area No. 1 and 10 would be **less than significant**.

Sacramento County Service Area No. 1 was formed in 1986 to consolidate all street and highway safety lighting services into one countywide district and to provide a financing mechanism for the portion of those services not otherwise financed by property taxes. Sacramento County Service Area No. 10 was established on May 13, 2003 to provide extended transportation services for new development to assist in complying with air quality control measures. The project site is undeveloped and currently generates no demands for these services. Upon annexation, the City of Folsom would maintain the project roadways and associated safety lighting. As described in Section 3.3, *Air Quality*, operation-related activities would not exceed SMAQMD-recommended thresholds of significance for any criteria air pollutant and would not require transportation services to address air quality impacts (see Table 3.3-6). Thus, the project's impact to Sacramento County Service Area No. 1 and 10 would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 6-4: Impacts related to Sloughhouse Resource Conservation District.

Detachment of the project site from Sloughhouse RCD would not result in significant impacts to the district because the detachment would reduce the service area and would not remove the ability of the district to continue service to other areas for which it remains responsible. Therefore, project's impacts to Sloughhouse RCD would be **less than significant**.

Detachment from the Sloughhouse RCD would reduce area for which the district is responsible; therefore, the project would not significantly reduce the efficiency of service delivery to the remaining properties within the District's service boundaries. It should be noted that nothing within the project site is owned or operated by Sloughhouse RCD. According to a recent tax bill, there is no separate levy for Sloughhouse RCD (Sacramento County 2017). It is possible that the countywide tax may include some fees towards the Sloughhouse RCD; however, if the project is approved, the City is required to negotiate with the County regarding a tax sharing agreement. Any additional concerns related to potential loss of funding would be resolved through this negotiation. The impact would be would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 6-5: Impacts related to Regional San.

Annexation of the project site into Regional San's SOI would increase the service area as well as the infrastructure Regional San must maintain and serve. However, the City would provide connections to the site through the FPASP area and Regional San has the capacity to serve the project site without additional upgrades to facilities. Therefore, project impacts to Regional San would be **less than significant**.

If the project is approved the project site would be annexed into Regional San's SOI. Regional San would provide wastewater conveyance, treatment, and recycling facilities to serve the project site. As described in Section 3.12, *Utilities and Service Systems,* the City would connect to infrastructure already planned for in the FPASP. In addition, Regional San has adequate capacity to serve the project site. The City would be required to pay appropriate fees to offset the additional infrastructure costs. Therefore, the project's impact to Regional San would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 6-6: Impacts related to consistency with Sacramento Local Agency Formation Commission policies and standards

The project would generally be consistent with Sacramento Local Agency Formation Commission standards associated with annexation requests that address environmental issues as set forth in its *Policy, Standards and Procedures Manual*. Therefore, the project's impact would be **less than significant**.

The following is a consistency analysis of the project based on the general standards and specific standards by action type set forth in Sacramento LAFCo's *Policy, Standards and Procedures Manual.*

General Standard B. Conformance with Applicable General and Specific Plans

The project site's current land use designation is Agricultural under the Sacramento County General Plan. Upon annexation to the City, the project site would be designated Public and Quasi-Public Facility (PQP) under the City's General Plan. This new designation would be consistent with the anticipated land uses for the site.

General Standard C. Boundaries

The proposed reorganization of the project site would move the City's boundary across White Rock Road to encompass the 57.8-acre area. The future corporation yard would serve existing and future development to the north and would not extend new residential or commercial growth south of White Rock Road. The area is contiguous with City boundaries and would be directly adjacent to other new development in the City. As described in Chapter 2, *Project Description,* if the project is approved, the remainder of land within the legal parcel would continue to be one parcel. Per Sacramento County, the realignment of Scott Road would not result in splitting the parcel. This ensures that the project is consistent with General Standard C(3)(e). While the project would create a slight distortion, contract to General Standard C(3)(b), General Standard C(4)(c) allows LAFCo to make an exception to this standard if there "exists no feasible and logical alternative." As described in Chapter 5, *Alternatives,* the City was unable to find a feasible alternative to the project site which would meet the project objectives.

General Standard E. Agricultural Land Conservation

The following provides a summary of the consistency of the project with LAFCo's policies related to agricultural land conversion standards.

- The project would be contiguous with the adjacent development to the north which consists of lands approved for suburban uses.
- A Plan for Services has been prepared for the project that addresses public service provision and utilities.
- As noted in Chapter 5, *Alternatives*, there are currently no sites within the city boundaries that could feasibly accommodate a new corporation yard. The project site is the only land area adjacent to the City's boundary which could accommodate such a use and has a willing seller. Thus, it can be concluded that insufficient vacant nonprime land exists within the City's boundaries.

LAFCo requires the determination of whether the project would have a significant adverse effect on the physical and economic integrity of other agricultural lands. Although the project is in proximity to other agricultural lands, there are no active farmland uses. Farmland on the east and south of the project site is grazing land. A corporation yard facility would not disallow use of neighboring properties from continuing grazing uses.

Specific Standard A. Annexation to Cities

A Plan for Services has been prepared for the project that addresses public service provision and utilities. The proposed reorganization of the project site would create a 57.8-acre peninsula within the City south of White Rock Road. The area north of this site in the FPASP area is already planned for development for residential and suburban uses. The annexation of the project site and future corporation yard would be for a municipal purpose only.

Based on the analysis above, the project would be consistent with Sacramento LAFCo policies that address environmental issues and this impact would be **less than significant**,

Mitigation Measures

No mitigation is required.

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7 OTHER CEQA CONSIDERATIONS

7.1 GROWTH INDUCEMENT

CEQA specifies that growth-inducing impacts of a project must be addressed in an EIR (Public Resources Code, Section 21100[b][5]). Specifically, Section 15126.2(d) of the California Code of Regulations states that the EIR shall:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Direct growth inducement would result if a project involved construction of new housing, which would facilitate new population to an area. Indirect growth inducement would result, for instance, if implementing a project resulted in any of the following:

- substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises);
- substantial short-term employment opportunities (e.g., construction employment) that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

The State CEQA Guidelines do not distinguish between planned and unplanned growth for purposes of considering whether a project would foster additional growth. Therefore, for purposes of this EIR, to reach the conclusion that a project is growth-inducing as defined by CEQA, the EIR must find that it would foster (i.e., promote, encourage, allow) additional growth in economic activity, population, or housing, regardless of whether the growth is already approved by and consistent with local plans. The conclusion does not determine that induced growth is beneficial or detrimental, consistent with Section 15126.2(d) of the State CEQA Guidelines.

If the analysis conducted for the EIR results in a determination that a project is growth-inducing, the next question is whether that growth may cause adverse effects on the environment. Environmental effects resulting from induced growth (i.e., growth-induced effects) fit the CEQA definition of "indirect" effects in Section 15358(a)(2) of the State CEQA Guidelines. These indirect or secondary effects of growth may result in significant environmental impacts. CEQA does not require that the EIR speculate unduly about the precise location and site-specific characteristics of significant, indirect effects caused by induced growth, but a good-faith effort is required to disclose what is feasible to assess. Potential secondary effects of growth could include consequences – such as conversion of open space to developed uses, increased demand on community and public services and infrastructure, increased traffic and noise, degradation of

air and water quality, or degradation or loss of plant and wildlife habitat – that are the result of growth fostered by the project.

The decision to allow those projects that result from induced growth is the subject of separate discretionary processes by the lead agency responsible for considering such projects. Because the decision to allow growth is subject to separate discretionary decision making, and such decision making is itself subject to CEQA, the analysis of growth-inducing effects is not intended to determine site-specific environmental impacts and specific mitigation for the potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are a possibility if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects at such times as complete applications for development are submitted.

7.1.1 Growth Variables

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions.

7.1.2 Growth-Inducing Impacts of the Project

Approval of the SOIA, general plan amendment, annexation, and prezone (SOIA/annexation) would remove obstacles to the future development of the site as a City of Folsom corporation yard. While this project would not approve specific development, it anticipates that a future corporation yard would be located at this site if the project is approved. The corporation yard would not directly induce growth as a future corporation yard would not include any housing units. In addition, while the corporation yard would provide a job site for City employees, it would not provide jobs unique to this site. The City already employs workers for all of the City activities and roles that would be required at the proposed corporation yard. While the City anticipates that employment at the future corporation yard buildout would be greater than the current employment numbers, these jobs are not a direct or indirect result of relocating and building a new corporation yard.

Employment at the corporation yard is linked to growth of the City in general and is a necessary outcome of allowing growth in the City of Folsom. As the City continues to build out, more employees would be needed to serve additional population and additional areas in the City. The proposed corporation yard would remove some barriers to growth as the City does not currently have enough space in the current corporation yard to provide for all the services needed for the anticipated future growth in the City. The City has placed conditions on some of FPASP development's tentative maps and development agreements that require there be substantial progress on the annexation of the Folsom Corporation Yard SOIA/annexation project prior to final map approvals. While this would cause the SOIA/annexation to have growth-inducing impacts, indirectly, the probable environmental impacts of the growth in the FPASP area have already been analyzed in the *Folsom South of U.S. 50 Specific Plan Project EIR/EIS* (2011).

7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA requires that EIRs assess whether the project would result in significant irreversible changes to the physical environment. The State CEQA Guidelines discuss three categories of significant irreversible changes that should be considered. Each is addressed below.

- **Changes in Land Use Which Commit Future Generations** – while the SOIA/annexation would not include physical development, the change to land use designation, zoning, and jurisdiction would remove barriers to future development. This project would commit future generations to a change in land use that, once developed, would be a permanent change.

- **Irreversible Damage from Environmental Accidents** – a future corporation yard, resulting from approval of the SOIA/annexation, would include the use of hazardous materials, including fuel. However, as described in Section 3.8, *Hazards and Hazardous Materials*, the City would comply with all regulations regarding the handling of hazardous materials.

- **Consumption of Nonrenewable Resources** – the development of the SOIA/annexation area would result in conversion of agricultural land and consumption of fossil fuels and other non-renewable or slowly renewable resources through the operation of vehicles and equipment for site grading and construction activities and additional electricity, water, and natural gas demand following development of a corporation yard. Please see Section 3.6, *Energy*, regarding energy demands of future development of the SOIA/annexation area.

7.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Detailed mitigation measures are identified in Chapter 3 of the Draft EIR that are intended to mitigate project effects to the extent feasible. All mitigation measures are identified in ES-1. After implementation of the proposed mitigation measures, nearly all adverse effects associated with the project would be reduced to a less-than-significant level.

Following is a listing of significant and unavoidable impacts associated with implementation of the SOIA/annexation.

Aesthetics (Section 3.1)

- Impact 3.1-1: Substantially adversely affect a scenic vista

- Impact 3.1-2: Substantially degrade the existing visual character or quality of the site and its surroundings.

- Impact 3.1-3: Create new source of light or glare

Agriculture and Forestry Resources (Section 3.2)

- Impact 3.2-1: Conversion of farmland into non-agricultural uses

Biological Resources (Section 3.4)

- Impact 3.4-2: Disturbance to or loss of special-status wildlife species and habitat

Energy (Section 3.6)

- Impact 3.6-2: Demand for energy services and facilities.

Noise and Vibration (Section 3.10)

- Impact 3.10-1: Construction-generated noise

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