REVISED INITIAL STUDY
AND MITIGATED NEGATIVE DECLARATION
FOR THE
603 SUTTER STREET
COMMERCIAL BUILDING PROJECT

CITY OF FOLSOM

COMMUNITY DEVELOPMENT DEPARTMENT

Prepared with the Technical Assistance of:
Environmental Planning Partners, Inc.

JULY 2021

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REVISED INITIAL STUDY AND ENVIRONMENTAL EVALUATION

Project Title: 603 Sutter Street Commercial Building

Entitlements Requested: Design Review
Parking Variance
Encroachment Permit

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

Contact Person and Phone Number: Steven Banks, Principal Planner
City of Folsom Community Development Department
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General Plan Designation: Historic Folsom Mixed Use (HF)

Zoning: Historic District (HD)

Historic District Designation: Historic Commercial Primary Area - Sutter Street Subarea

PREFACE

Since the City of Folsom published and circulated a Notice of Intent to Adopt a Negative Declaration together with a supporting Initial Study on June 11, 2020, the applicant for the 603 Sutter Street mixed-use commercial building has redesigned the project in response to public and agency comment. Additionally, the City of Folsom has determined that several environmental topics evaluated in the June 11, 2020 document, including the project's potential to adversely affect historical resources and to generate noise effects, deserve additional evaluation. Based on changes to the project and other considerations, the City has determined that the June 11, 2020 Initial Study/Mitigated Negative Declaration needs to be revised and recirculated pursuant to Section 15073.5 of the California Environmental Quality Act (CEQA) Guidelines[1], This Section of the Guidelines requires that a lead agency, such as the City of Folsom, recirculate a Negative Declaration when the document must be substantially revised after public notice of its availability has previously been given, but prior to its adoption. Such is the case for the Negative Declaration assessing the 603 Sutter Street mixed-use project.

Modifications to the Initial Study/Mitigated Negative Declaration occur throughout the document; however, revisions to the Initial Study are found primarily in the following Chapters and Sections: 1. *Project Description*; 5.I, *Aesthetics*; 5.V, *Cultural Resources*; 5.XI, *Land Use*; and 5,XII, *Noise*. New appendices added to the document include a Historic Resources Assessment (Appendix C) and a Noise Study (Appendix D). An update on actions the City has taken regarding parking in the

[1] California Code of Regulations; Title 14, Natural Resources; Division 6, Resources Agency; Chapter 3, Guidelines for Implementation of the California Environmental Quality Act, as amended.

Historic District has been added to Appendix E, *Traffic Impact Assessment and Parking Evaluation Update.*

INTRODUCTION

This Initial Study evaluates the potential effects of constructing and operating a mixed-use commercial building at 603 Sutter Street. The proposed project evaluated in this Initial Study is consistent with the policies and requirements of the City of Folsom General Plan (2035 General Plan) and Chapter 17.52 of the Folsom Municipal Code (FMC), both of which have been subject to the preparation and certification of Environmental Impact Reports (EIR) consistent with (CEQA) requirements. The proposed project is also consistent with the City's General Plan land use and zoning district designations of the project site. Section 21083.3 of the California Public Resources Code permits CEQA environmental documents prepared for proposed projects that are consistent with all relevant planning and zoning designations and policies to be focused on the environmental effects that are peculiar to the project or to the parcel on which the project would be located, and that were not previously evaluated in an applicable General Plan EIR. The project assessed in this Initial Study meets these statutory requirements for focused review.

Therefore, this Initial Study focuses on whether the proposed project may cause significant effects on the environment that were not addressed or analyzed as significant effects in the Folsom General Plan 2035 EIR. The Initial Study also assesses any effects for which substantial new information shows that identified effects would be more significant than described in the previous General Plan EIR. The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [Section 15152(b)(2) of the Guidelines for CEQA]. If such revisions, conditions or other means are identified, they will be included in the project as mitigation measures.

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

1. DESCRIPTION OF PROPOSED PROJECT

The project applicant plans to develop a three-story mixed-use building (retail/restaurant/office) totaling 12,183 square feet of useable area on an undeveloped site on the southwest corner of Sutter and Scott Streets in the Historic District of the City of Folsom. To allow implementation of the proposed project, the applicant has submitted an application to obtain a Variance to FMC requirements for parking, an Encroachment Permit to allow project construction within the City right-of-way, and Design Review from the City of Folsom. The "proposed project" as assessed in this Initial Study includes both construction and operation of the mixed-use building. The project components are described in more detail below.

PROJECT LOCATION AND ENVIRONMENTAL SETTING

The project site is located on the southwest corner of the intersection of Sutter Street and Scott Street in the City of Folsom (see Figures 1, 2, and 3). The project site consists of an undeveloped

rectangular plot of land with a measured area of 0.17 acres (7,400 square feet). The parcel is identified as Sacramento County Assessor's Parcel Number (APN) 070-0111-010 (Sacramento County 2021). The project site is located in an unsurveyed portion of the Rancho de Los Americanos land grant, at latitude/longitude 38°40'41.88"N, 121°10'30.66"W.

The site is an infill parcel surrounded by developed land uses as indicated in Table 1.

Table 1 Project Site and Surrounding Developed Uses – 603 Sutter Street Commercial Building

	Existing Use	General Plan Designation	Zoning Designation	Historic District Designation
Project Site	Vacant	Historic Folsom Mixed Use - HF	Historic District - HD	Sutter Street Subarea of Historic Commercial Primary Area
North	Sutter Street; Mixed use (restaurant / office) 3-story building with parking below	Historic Folsom Mixed Use - HF	Historic District - HD	Sutter Street Subarea of Historic Commercial Primary Area
East	Scott Street; Cohn House (National Register of Historic Places listed)	Historic Folsom Mixed Use - HF	Historic District - HD	Sutter Street Subarea of Historic Commercial Primary Area
South	Single-family residential	Historic Folsom Mixed Use - HF	Historic District - HD	Sutter Street Subarea of Historic Commercial Primary Area
West	Commercial (historic library building) 2 -3 story commercial buildings	Historic Folsom Mixed Use - HF	Historic District - HD	Sutter Street Subarea of Historic Commercial Primary Area

Source: Planning Partners 2021.

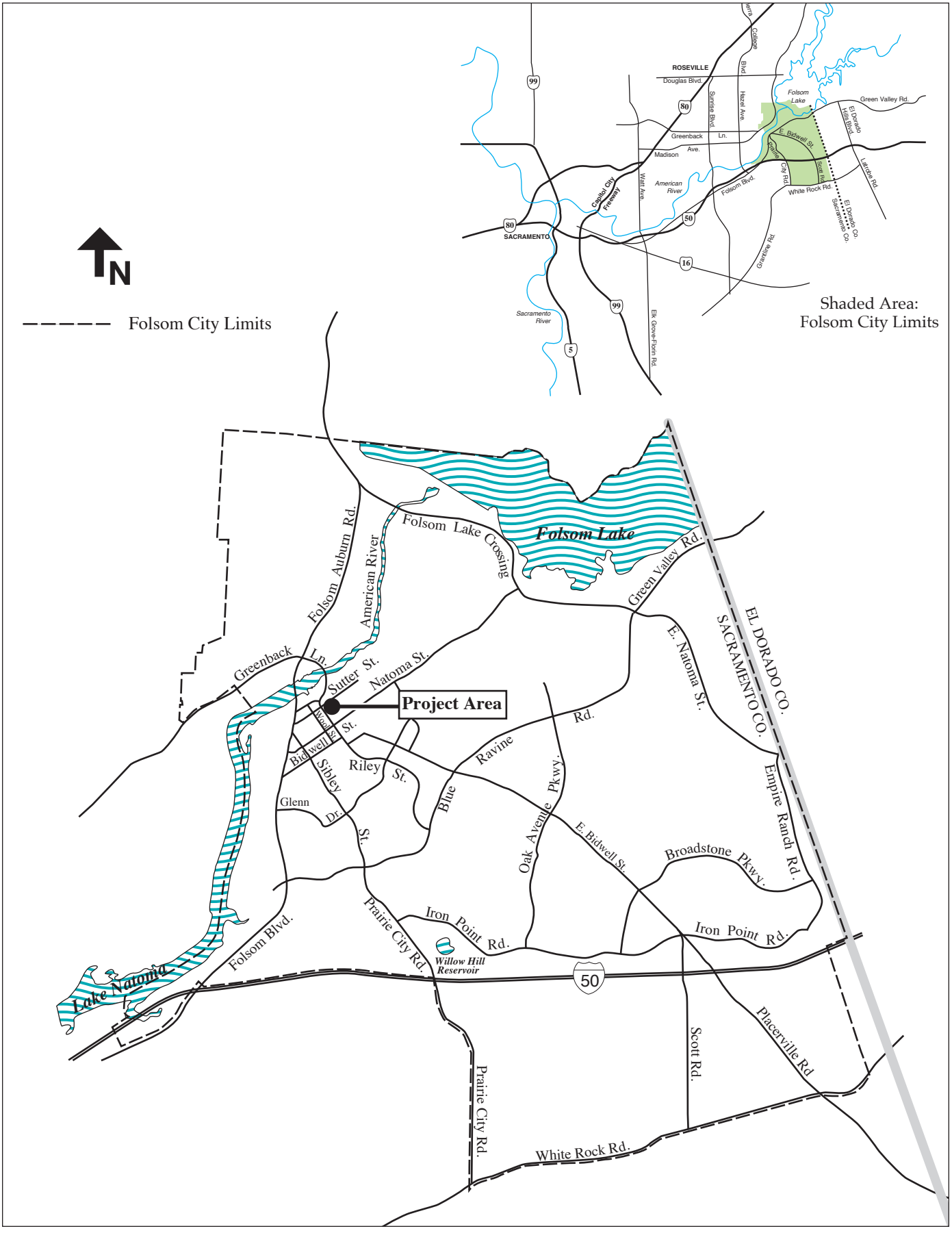
The vegetation community present on site is a mix of ruderal (weedy) grassland, mainly consisting of bamboo, vinca, non-native annual grasses, and woodland composed of a mixture of native and horticultural trees. The parcel contains 17 native oak trees and 2 non-native fruit trees. Sixteen of the native oak trees meet the definition of "Protected Trees" under the Folsom Tree Preservation Ordinance. One oak tree does not meet the definition of "Protected Tree" because its diameter at breast height[2] (DBH) is less than six inches. (Planning Partners 2021, ECORP 2019)

Subsurface soil conditions include silty sand overlaying silty sands, underlain by bedrock as shallow as eight feet below the ground surface. Bedrock underlying the site can be characterized as highly to moderately weathered, and soft to moderately hard. (Youngdahl 2017)

The site slopes from southeast to northwest, with the lowest elevations located adjacent to Sutter Street. Existing elevations on the project site range from 251 feet above mean sea level (MSL) to 234 feet MSL. From south to north along the west side of the project site, the slope is approximately 19 percent.

Public utilities (domestic water, wastewater, stormwater drainage, natural gas, and electricity) are available from existing service lines within Sutter and Scott Streets or their adjacent public rights-of-way.

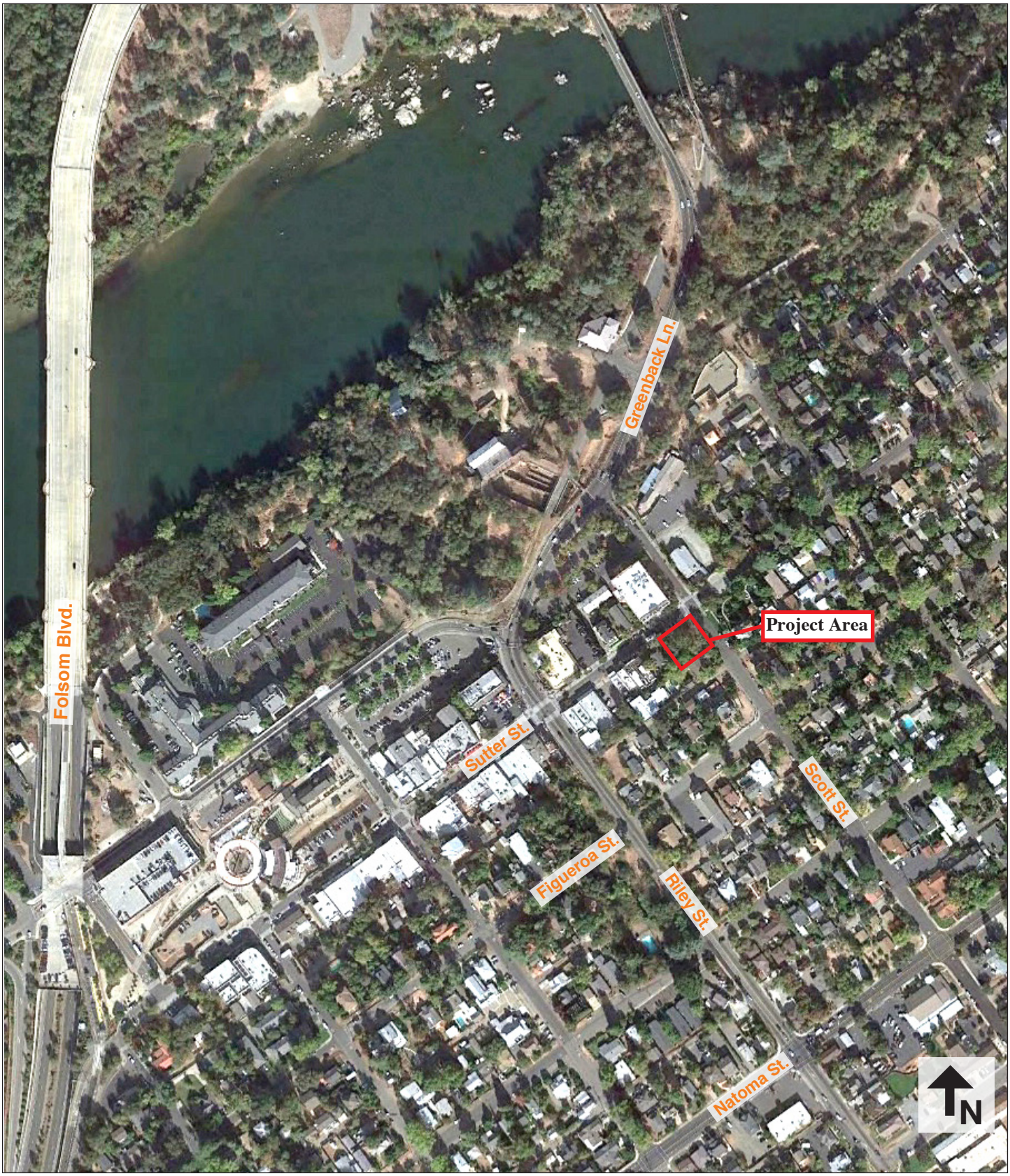
[2] DBH is defined as trunk diameter at 4.5 feet above ground level.



603 Sutter Street Project

SOURCE: Planning Partners, 2021

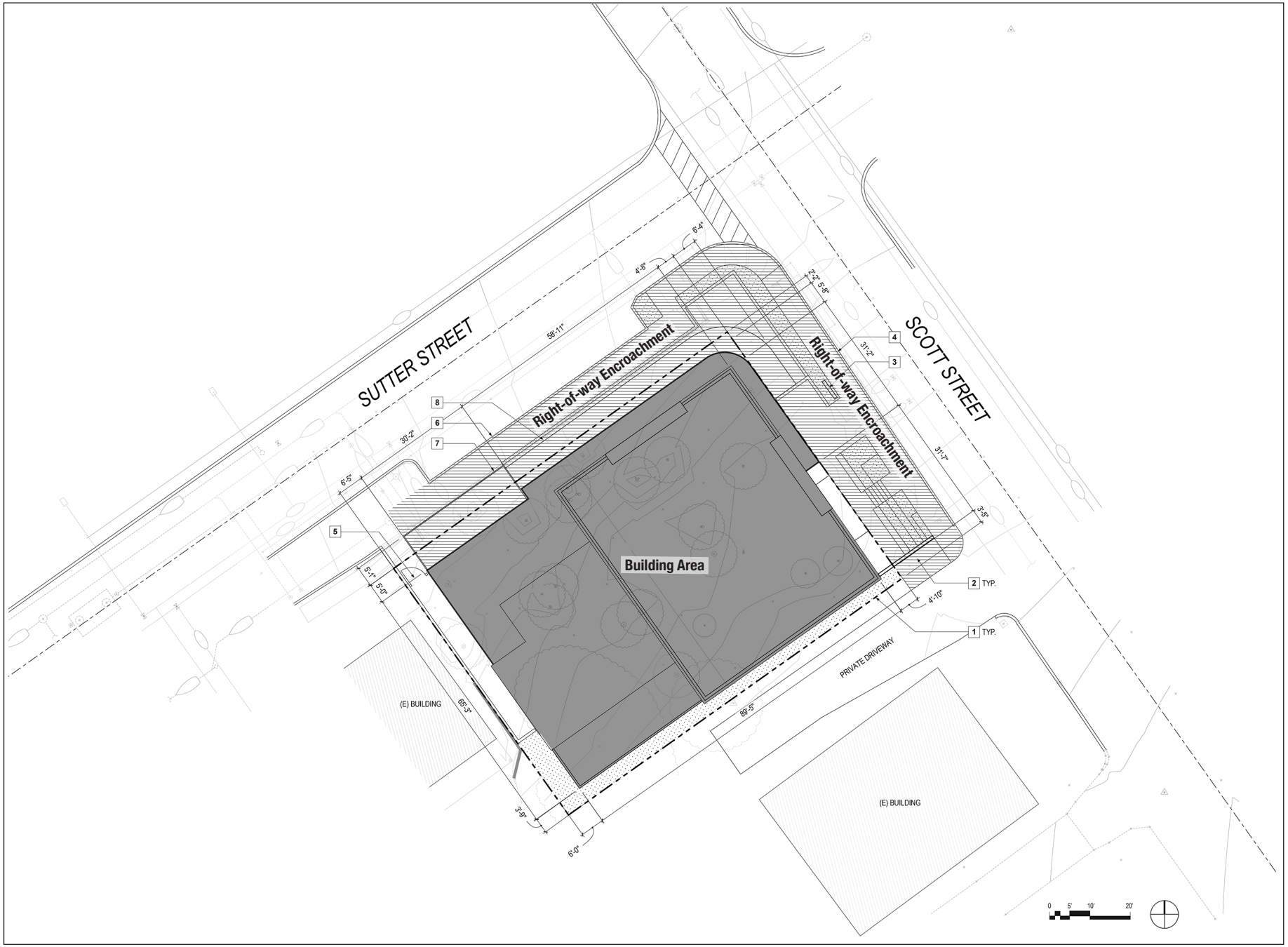
Figure 1
Regional Location



603 Sutter Street Project

SOURCE: Planning Partners, 2021; City of Folsom, 2019

Figure 2
Project Vicinity



603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 3
Proposed Site Plan

PROPOSED PROJECT

The following discussion is based upon the amended application package submitted by the applicant in March 2019 as amended through February 15, 2021.

The applicant, Cedrus Holdings, LP, proposes to construct and operate a mixed-use (retail/restaurant/office), three-story building on the southwest corner of Sutter Street and Scott Street within the Folsom Historic District. Figures 4, 5 and 6 illustrate the proposed building and exterior elevations.

Proposed uses and the area of each floor are set forth in Table 2.

Table 2 Proposed Uses and Areas – 603 Sutter Street Commercial Building

	Floor 1 Restaurant/Retail	Floor 2 Office	Floor 3 Office
Floor Area (sqft)	2,460	5,528	3,729
Trash Room	466	n/a	n/a
Deck Area (sqft)	266	300	1,528
Building Square Footage - Occupied		**12,183 square feet**	
Building Square Footage - Gross		**13,009 square feet**	
Lot Area		**7,400 square feet**	

Source: Williams + Paddon 2021; Cedrus Holdings 2021.

In order to minimize the removal of bedrock underlying the project site, the proposed building has been designed to stairstep up the slope from north to south. As illustrated in Figures 7 and 8, the first floor of the building extends 32± feet from the front façade on Sutter Street toward the rear of the site. Floors 2 and 3 extend 69± feet from the front building façade to the rear of the building.

Similarly, the third floor on the west side of the building has been set back 28 feet from the front façade to approximate the height of the historic library building to the west. The initial 28 feet of the third floor on the west consist of an outdoor deck. See Figures 5 and 8.

An outdoor dining patio with a capacity of 20± persons would be located on the proposed building's first floor, adjacent to the Sutter Street/Scott Street intersection. The building would feature a deck on the northwest corner of floor 2 fronting on Sutter Street. A third floor balcony would be anchored to the northwest corner of the building. Walkways from this balcony would wrap around the Sutter Street and a portion of the Scott Street elevations of the building. There would be no roof deck. See Figures 5 through 8.

Individual access doorways to the first floor retail and restaurant uses would be provided along the Sutter Street façade of the building. The main entrance to the second and third flood offices would be provided by a common entrance on Scott Street. See Figures 5 through 8.

603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 4
Proposed Project

1 NORTH ELEVATION

0 4' 8' 16'

2 EAST ELEVATION

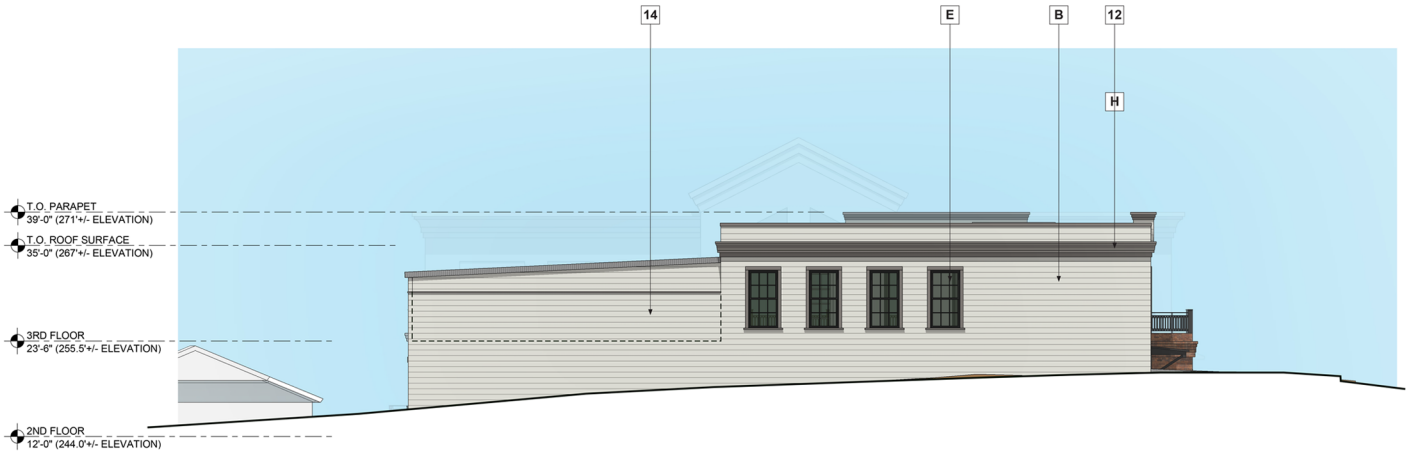
0 4' 8' 16'

603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 5

North and East Exterior Elevations



3 SOUTH ELEVATION

0 4' 8' 16'
SCALE: 1/8" = 1'-0"

4 WEST ELEVATION

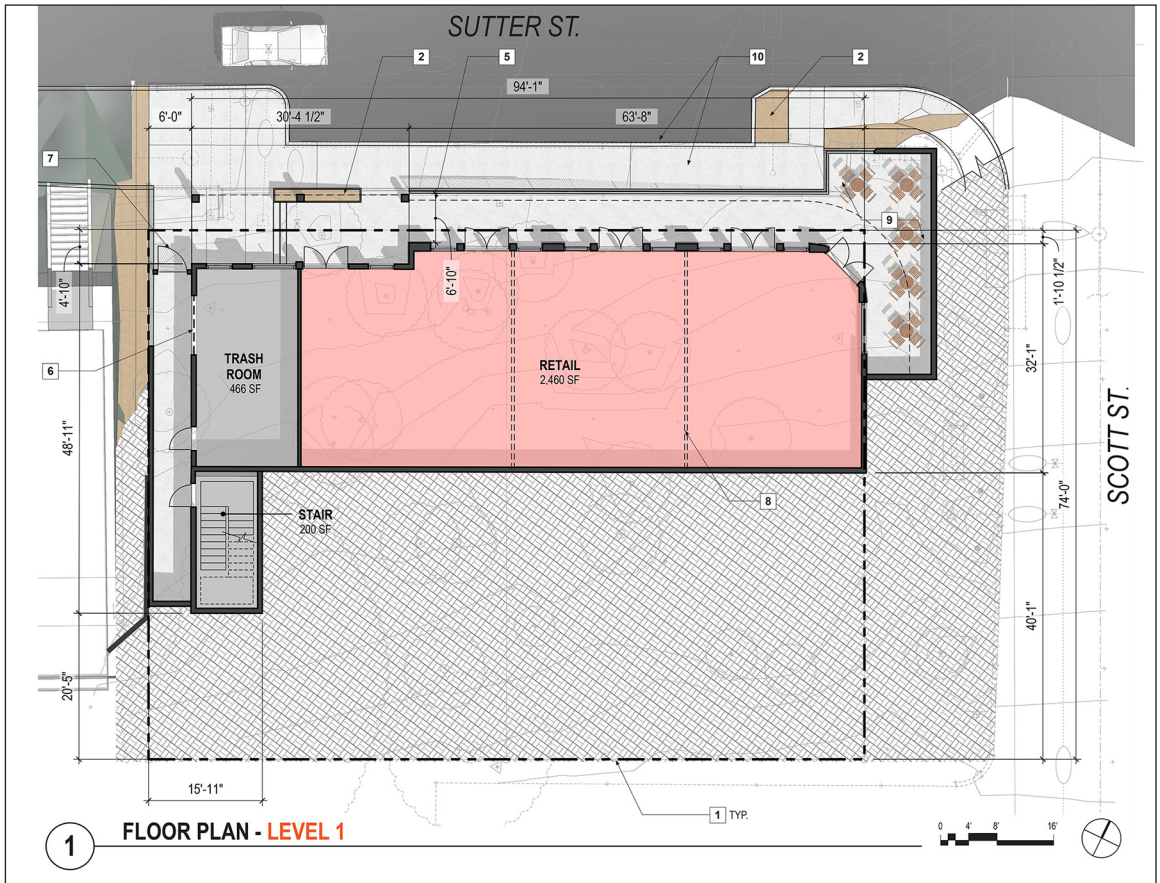
0 4' 8' 16'
SCALE: 1/8" = 1'-0"

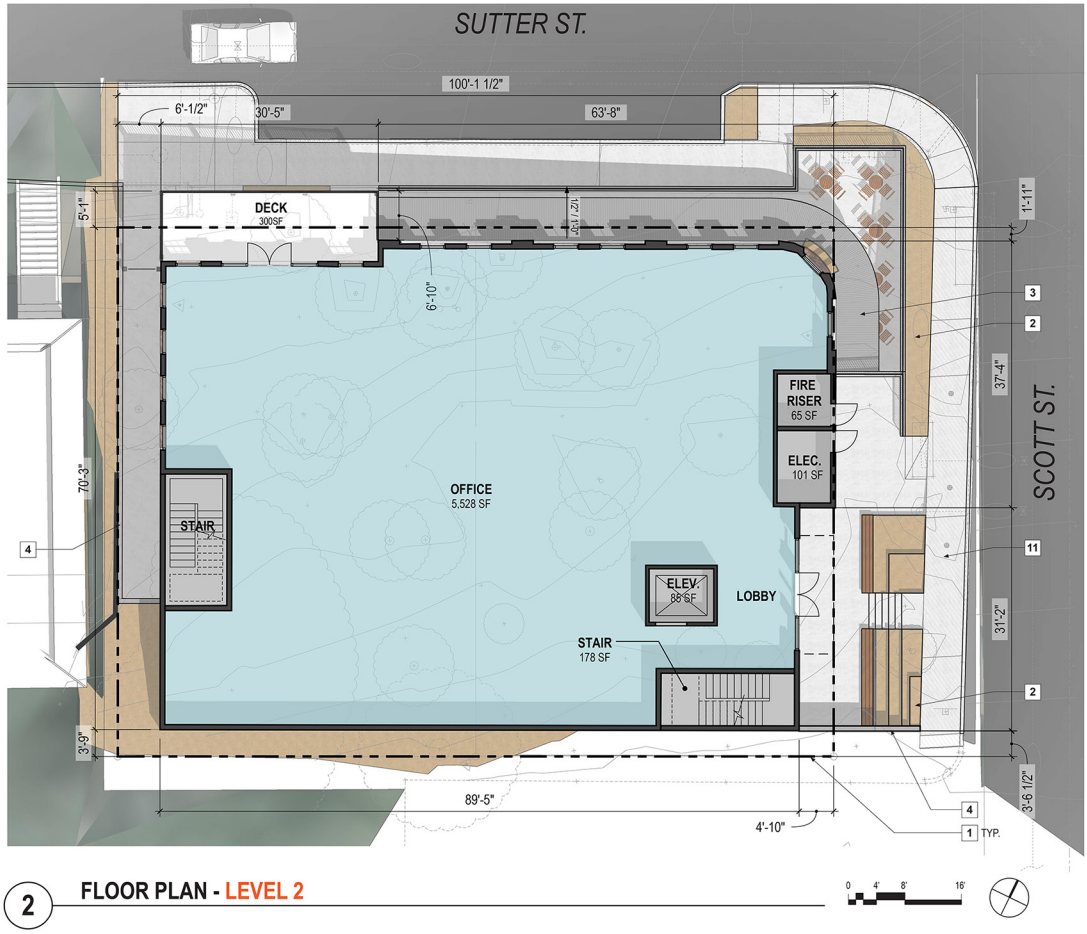
SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

603 Sutter Street Project

Figure 6

South and West Exterior Elevations



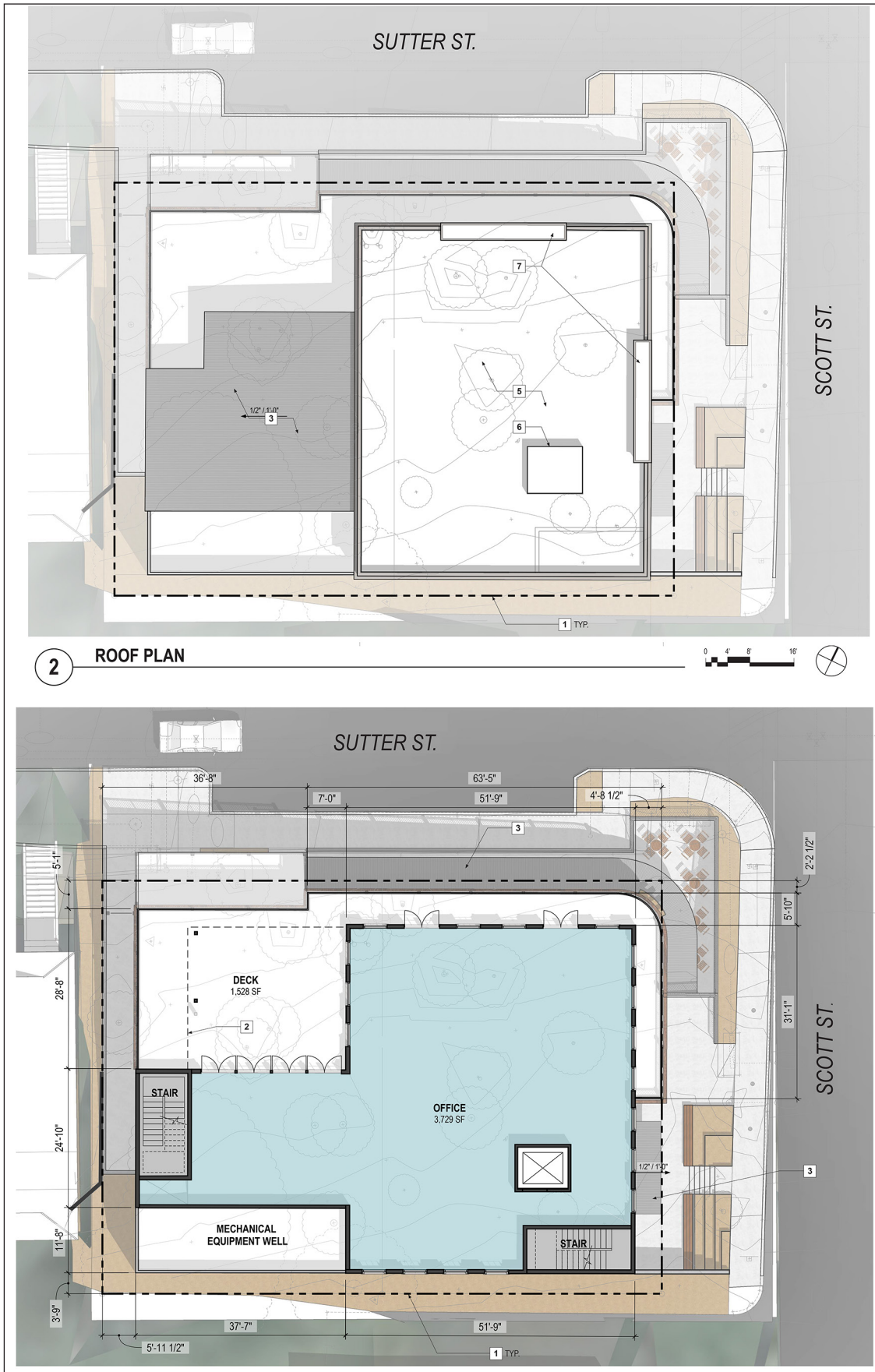


603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 7

First and Second Level Floor Plans



603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 8

Roof and Third Level Floor Plans

As proposed, the building height would be a maximum of 35 feet, 0 inches from the ground (building pad) to the roof surface[3]. Parapets would be constructed along the Sutter Street and Scott Street frontages of the roof, but would be no higher than 39 feet, 0 inches from the building pad. See Figures 5 and 6. Air conditioning and other mechanical equipment would be located within a sunken equipment well to reduce operational noise and visibility from surrounding areas and streets. See Figures 7 and 8.

The front of the building would be constructed approximately one foot from the Sutter Street property line. The building's east side would have varying setbacks from the property line ranging from no setback to 4 feet, 10 inches. Building setbacks from the west side and rear property lines would be 6 feet and 3 ½ feet respectively. The enclosed trash room along the west side of the building would be constructed within the building envelope. The distance from the rear of the building to the nearest structure would be approximately 27 feet. The distance from the westerly building facade to the nearest structure, a small single-story commercial building, would be approximately 10 feet.

No on-site parking would be provided. Pedestrian circulation improvements would include the installation of a public sidewalk on the Scott Street frontage of the project site.

With respect to energy efficiency, the buildings would be compliant with the Energy Code and Green Building Standards Code adopted by the City.

The applicant's intent is that the proposed building would appear similar to other commercial projects recently developed on the 600 block of Sutter Street, and elsewhere within the Historic District consistent with the Historic District Design and Development Guidelines. All building-attached mechanical equipment would be screened from public view, either within a mechanical equipment well, or hidden by parapets on the north and east sides of the building. See Figures 5 and 8.

GRADING AND CONSTRUCTION

As indicated on Figure 9, the existing site slopes from its southeast corner to the northwest corner, with elevations ranging from 251feet MSL at the site's southeast corner adjacent to Scott Street to 234 feet MSL at the northwest corner adjacent to Sutter Street. With implementation of the project, the front 28 feet of the site would be excavated and levelled approximately 12 inches below the finished flood elevations to permit the construction of footings, foundations, and subgrades. The first-floor finished floor elevation would be 229 feet MSL for the trash room and 231 feet MSL for the retail/commercial space. The back 36.5 feet of the second floor would be graded to slightly below a finished floor elevation of 247 feet MSL. Establishment of foundations, subgrade, and the building pad at these first and second floor elevations would require some cutting back into the hillside. See Figures 10 and 11. Preliminary calculations indicate that approximately 2,000 cubic yards of fill would be removed from the site for disposal for use at regional landfills. As estimated by the applicant, transport of this amount of fill would require filling 200± large dump trucks (400 trips including return trips).

[3] Because the revised structure under review in this Initial Study would now meet the maximum 35-foot building height allowed by FMC Section 17.52.510.C within the Sutter Street subarea of the Historic District, no building height variance would be necessary.

Grading of the project site to establish the foundations, subgrades, and building pads would require cuts on the project site ranging from up to seven feet in depth at the northeast corner of the building adjacent to Scott Street to three feet at the building's northwest corner adjacent to Sutter Street. As currently designed, small amounts of bedrock would be encountered (Figures 10 and 11). Because bedrock would likely be encountered below the ground surface, special construction techniques that could include ripping with large bulldozers may be used depending upon the condition of the bedrock. The applicant has reserved the potential use of limited blasting if required. Exposed cut slopes would be protected by temporary shoring and soil nails. In addition to the dump trucks cited above, equipment used during the grading phase could include dozers, backhoes, frontloaders, and smooth wheeled rollers; the precise mix of equipment would be determined by the building contractor.

To permanently maintain the stability of the cut slopes, retaining walls would be constructed along the western site boundary, at the rear of the first floor, adjacent to Sutter Street at the northeast corner of the building, and along the easterly face of the building adjacent to the first floor. Retaining walls would act to prevent collapse or settlement of existing structures both south and west of the site in addition to protecting the proposed building from the potential failure of surrounding slopes.

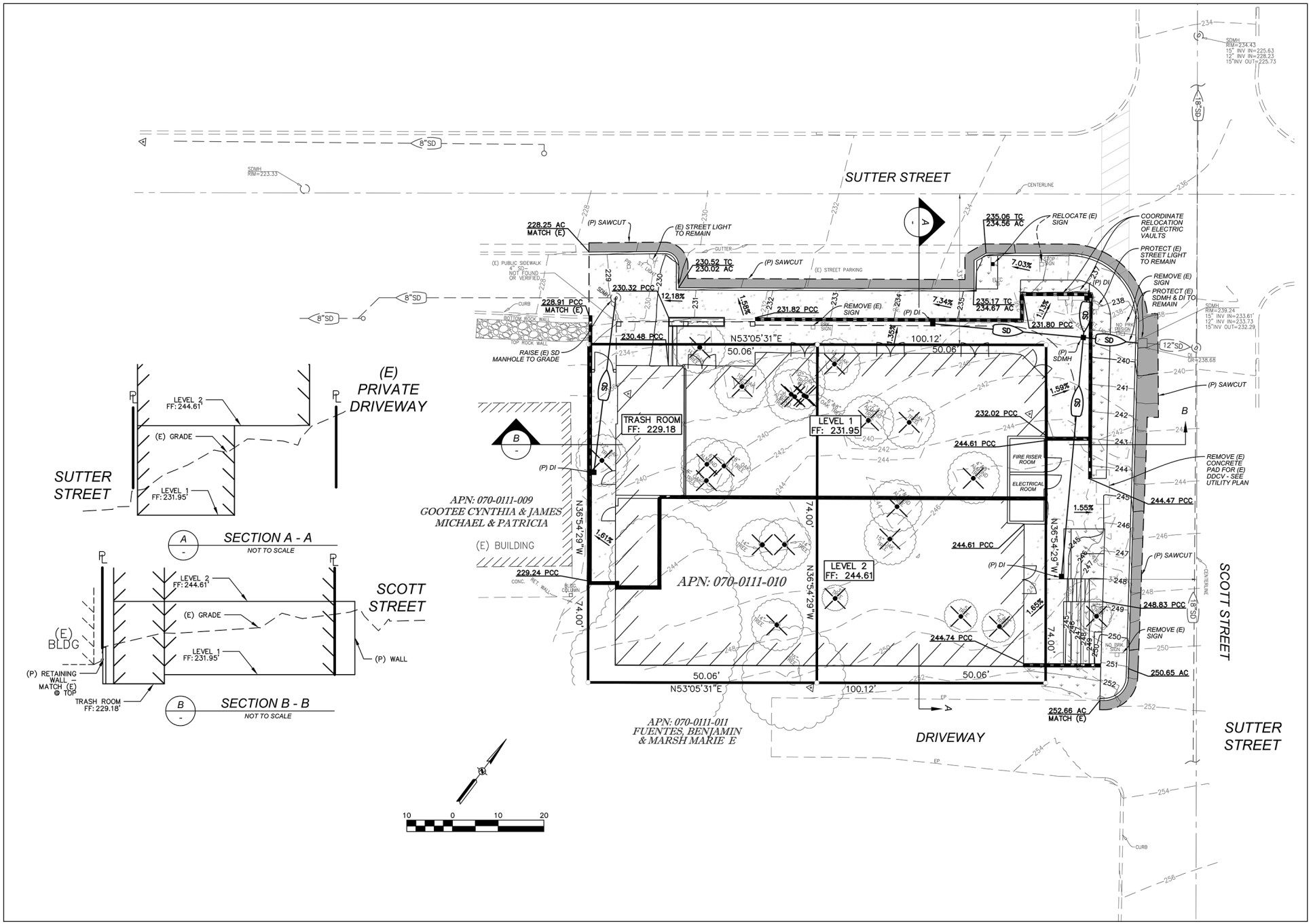
Retaining walls would be incorporated into the rear of the first floor of the building. A portion of the rear of the building's second floor would also be used to retain the slope. Excavation and construction activities associated with incorporated retaining walls on the west side and the rear of the building could encroach into the planned building setbacks. However, these areas would be backfilled and leveled at the completion of construction.

Freestanding retaining walls would be constructed along the west edge of the project parcel, near the northeast corner of the project site adjacent to the intersection of Sutter and Scott Streets, along a portion of the Scott Street frontage, and at the rear of the proposed building. An internal retaining wall would be constructed at the rear of the first floor. Retaining walls along the Scott Street frontage, on the west property line, and near the intersection of Sutter and Scott Streets, would be separated from the building to provide an outdoor seating area and walkways. (See Figure 9, and also Figures 3, 5, and 6.) The proposed heights of the retaining walls are set forth in Table 3.

Table 3 Proposed Retaining Wall Dimensions – 603 Sutter Street Commercial Building

Location	Height (feet)	Type
West Side of Parcel	2 – 13	Freestanding
Rear of First Floor	15	Incorporated into Building
Rear of Second/Third Floors	6 feet	Incorporated into Building
East Side of Parcel	11 feet	Freestanding
Sutter Street Frontage and Adjacent to Sutter/Scott St. Intersection	1 – 6	Freestanding

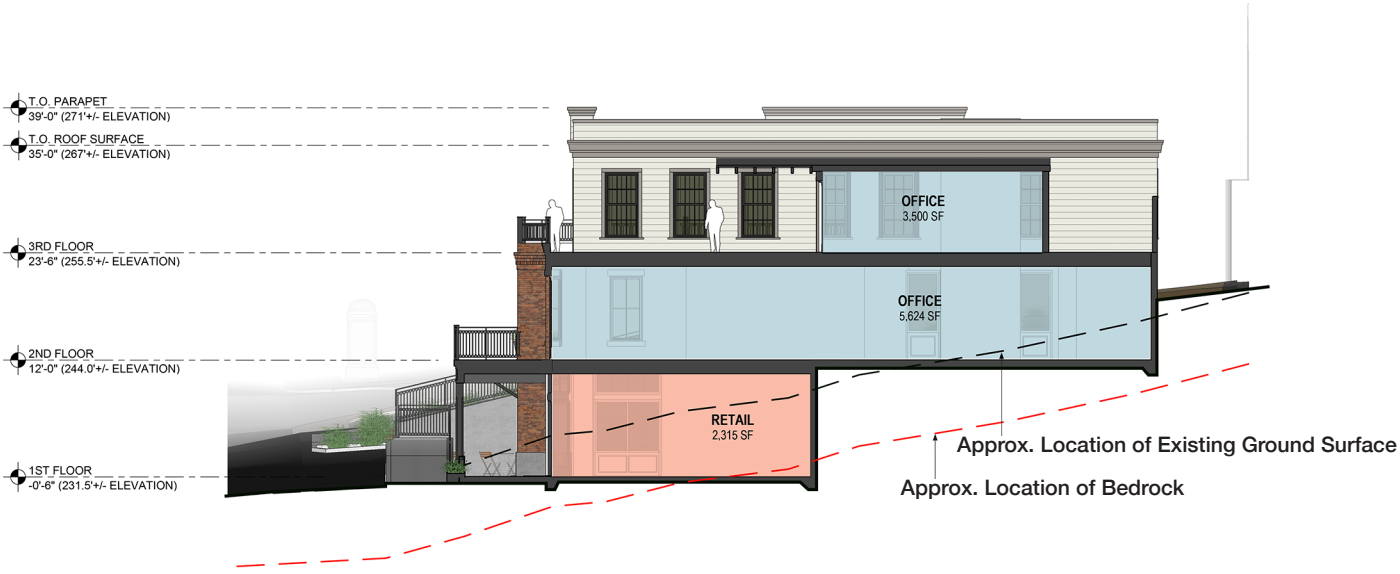
Source: Williams + Paddon Architects +Planners 2020; RFE Engineering, Inc. 2020.



603 Sutter Street Project

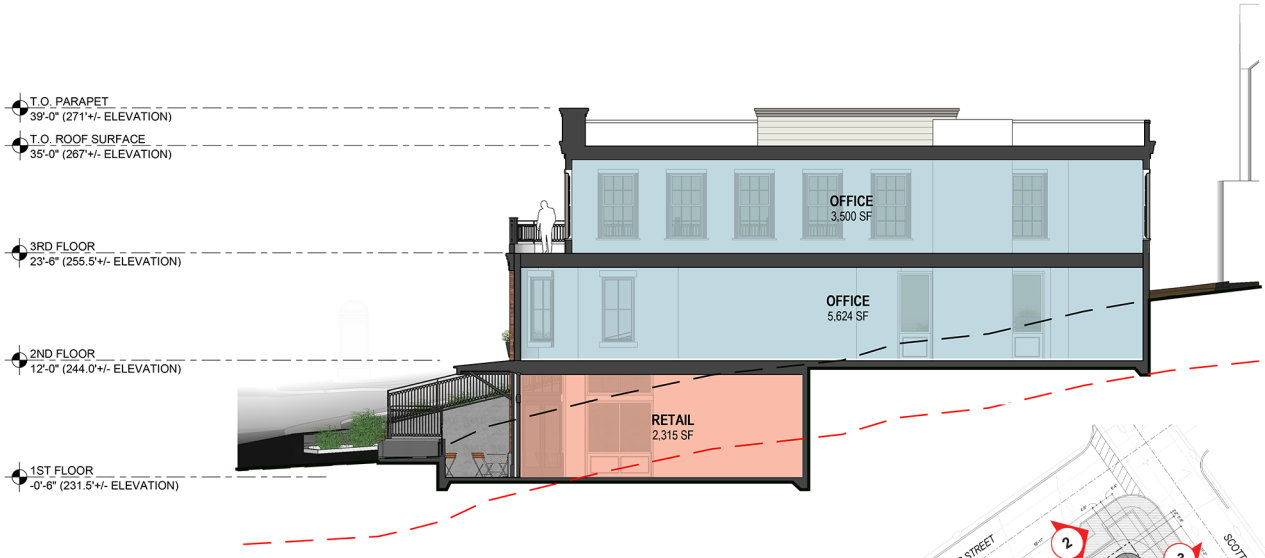
SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 9
Grading Plan



1 BUILDING SECTION 1

0 4' 8' 16'



2 BUILDING SECTION 2

0 4' 8' 16'

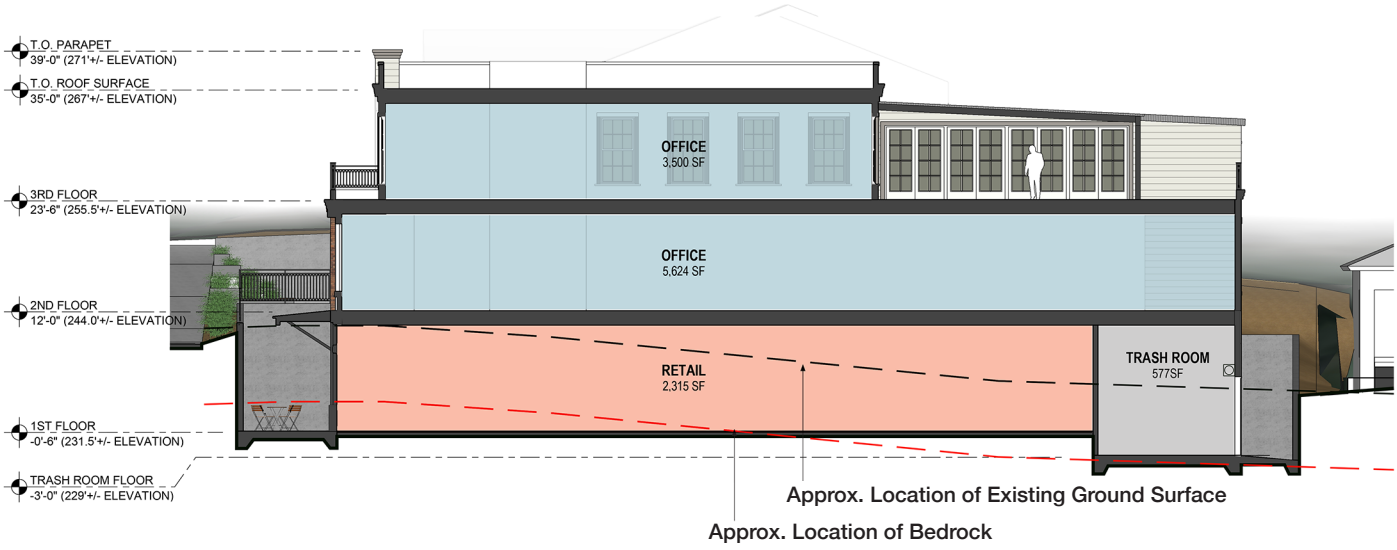
KEY PLAN

603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 10

Building Sections – 1 and 2



3 BUILDING SECTION 3

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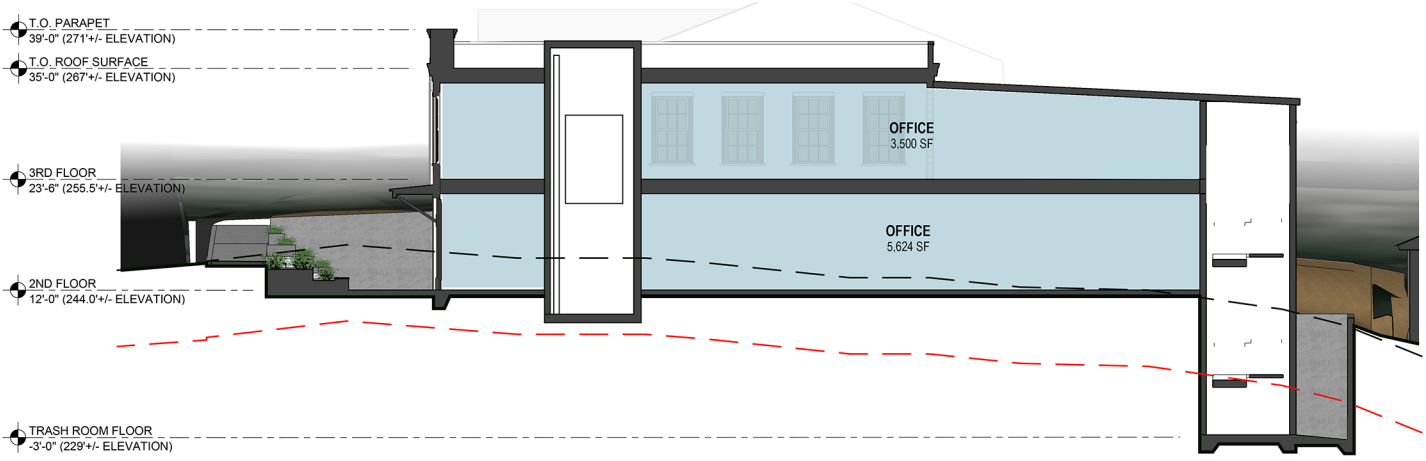


4 BUILDING SECTION 4

0 4' 8' 16'

KEY PLAN

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

603 Sutter Street Project

Figure 11

Building Sections – 3 and 4

PROJECT PHASING

Construction of the proposed project is scheduled to begin upon project approval. Based on the applicant's proposed schedule, the project would be constructed in a single phase lasting approximately 18 months. The initial grading phase of project development is expected to last 2 to 3 months within the overall 18-month schedule.

2. CITY REGULATION OF URBAN DEVELOPMENT

GENERAL PLAN

The City of Folsom updated and adopted its current 2035 General Plan in August 2018. The General Plan is a long-term planning document that guides growth and land development in the City. It provides the foundation for establishing community goals and supporting policies, and directs appropriate land uses for all land parcels within the city. The General Plan land use designation for the proposed project is Historic Folsom Mixed Use (HF). According to the 2035 General Plan, the HF designation provides for a mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center. As set forth in the 2035 General Plan, the floor area ratio[4] (FAR) for uses within the HF designation should range from 0.5 to 2.0.

FOLSOM HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES

The City of Folsom adopted the Historic District Design and Development Guidelines (Guidelines) in 1998. In more detail than the General Plan, the Guidelines provide policies and regulate land uses within the Folsom Historic District. The Guidelines establish community goals and supporting policies at a local level in response to community and environmental concerns, and direct appropriate land uses for all parcels within the Historic District area. The Guidelines' designation of the proposed project is Sutter Street Subarea of Historic Commercial Primary Area. According to Section 5.02.01(d)(1) of the Guidelines there are no requirements that regulate lot area, lot width, or lot coverage within the Historic Commercial Primary Area.

Appendix D of the Guidelines sets forth Design Criteria for all areas of the Historic District, including the Sutter Street Subarea of Historic Commercial Primary Area. Section B of this Appendix regulates many aspects of building design. Compliance with the design requirements of the Design Criteria are subject to review by the Historic District Commission in its consideration of the Design Review application submitted by the project applicant. Within the Historic District, the Guidelines work in tandem with the City of Folsom Zoning Code as discussed below.

[4] **Floor Area-Ratio (FAR).** Standards of building intensity for nonresidential uses, such as mixed-use development, are stated as a range (i.e., minimum and maximum) of FARs. A FAR is the gross building area on a site, excluding structured parking, compared to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way). For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000- square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. While FAR provides for the overall development size and intensity, it does not specify the form or character of the building.

ZONING CODE

Developed land uses in the City of Folsom are regulated by the City's Zoning Code (Title 17 of the FMC, in addition to the other adopted regulations and programs that apply to all proposed development within the City. In more detail than the General Plan, the Zoning Code regulates land uses on a parcel-by-parcel basis throughout the City. In order to achieve this regulation, the City assigns each parcel within the City to a zoning district: for example, a district for single-family homes. Regulations for each district apply equally to all properties within the district.

FMC Chapter 17.52 regulates land uses within the Historic District (H-D) zoning district. The 603 Sutter Street Commercial Building project site is located within the H-D zoning district, and specifically the Sutter Street subarea of the Historic commercial primary area (FMC 17.52.150 and 17.52.160). Specific regulations for this area are set forth in FMC Section 17.52.510, Sutter Street Subarea Special Use and Design Standards. With exceptions, Section 17.52.510.A.1 permits a mixture of retail, service, and office uses in a single building, such as those proposed by the 603 Sutter Street Commercial Building project

Land uses developed within the H-D zoning district must meet a limitation on building height as set forth in Section 17.52.510.C:

> Building heights shall not exceed 35 feet adjacent to the sidewalk area on Sutter or Leidesdorff Street and 50 feet in other sections of the subarea. Towers, spires, or other similar architectural features may extend up to 15 feet above the building height.

Section 17.52.510.F requires that retail, offices, restaurants, museum, and similar uses must provide 1 parking space per 350 square feet of building space.

OTHER CITY REGULATION OF URBAN DEVELOPMENT

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

COMMUNITY DEVELOPMENT DEPARTMENT STANDARD CONSTRUCTION CONDITIONS

The requirements are set forth in the City of Folsom, Community Development Standard Construction Specifications as amended through July 2020. A summary of these requirements is set forth below, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom; Community Development Department; 50 Natoma Street; Folsom, California 95630. (City of Folsom 2017)

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

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

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

Water Pollution - Requires compliance with City water pollution regulations, including National Pollution Discharge Elimination System (NPDES) provisions. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and the siltation of receiving waters.

Noise Control – Requires that all construction work comply with the Folsom Noise Ordinance (discussed further below), and that all construction vehicles be equipped with a muffler to control sound levels.

Naturally Occurring Asbestos (NOA) – Requires that all work involving asbestos containing material must be performed in accordance with California Labor Code, sections 6501.5 through 6510, inclusive, and California Administrative Code, Title 8, Section 5208 and all other pertinent laws, rules, regulations, codes, ordinances, decrees and orders.

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

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

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

Existing Utilities - Regulates the location, relocation, and protection of utilities, both underground and overhead.

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

Cultural Resources - Requires contractors to stop work upon the discovery of unknown cultural or historic resources until such time that a qualified archaeologist can evaluate the significance of the resource and make recommendations to the State Historic Preservation Officer for further direction.

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

Clearing and Grubbing - Specifies construction specifications for signs, mailboxes, underground structures, survey monuments, drainage facilities, sprinklers and lights, trees and shrubbery, fencing, and concrete. Also requires the preparation of a SWPPP to control erosion and the siltation of receiving waters.

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

CITY OF FOLSOM MUNICIPAL CODE

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

Table 4 City of Folsom Municipal Code Sections Regulating Urban Development within the City

Code Section	Code Name	Effect of Code
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of SWPPPs.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions; regulates the use of water for construction.
14.19	Energy Code	Adopts the California Energy Code, 2019 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2019 Edition, excluding Appendix Chapters A4, A5 and A.6.1, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

Source: Folsom Municipal Code 2021.

3. REQUIRED APPROVALS

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

- **Design Review:** The proposed project would be sited within the Folsom Historic District; thus, the project requires Design Review by the Historic District Commission as set forth in FMC Section 17.52.300.
- **Parking Variance:** As proposed, the project includes no on-site or offsite parking. FMC Section 17.52.510.F requires that retail, offices, restaurants, museum, and similar uses within the Sutter Street subarea of the Historic District must provide 1 parking space per 350 square feet of building space. Because no parking is provided, a variance to Zoning Code Section 17.52.510.F would be necessary. This request would be considered by the Historic District Commission.
- **Encroachment Permit:** As proposed, the project includes developed uses associated with the building in the public right-of-way. These uses include outdoor seating and second and third floor balconies on the Sutter Street and Scott Street frontages, and a concrete walkway, retaining walls and stairs on the Scott Street frontage.

The City of Folsom has the following discretionary powers related to the proposed 603 Sutter Street Commercial Building project:

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

4. PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

CITY OF FOLSOM GENERAL PLAN

The EIR for the City of Folsom 2035 General Plan (2018) provides relevant environmental analysis and conclusions for the environmental analysis set forth in this Initial Study. The site is located within the planning boundaries of the 2035 General Plan, including the project site, was assessed in the General Plan EIR. Thus, the 2035 General Plan EIR provides the foundational environmental document for evaluating development throughout the City.

TIERING

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

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

State CEQA Guidelines Section 15152, subsections (a) through (d), permit second tier documents to be an EIR or a Negative Declaration, whichever is appropriate under CEQA Guidelines Sections 15065 and 15070. For instance, Section 15152, subsection (a) refers to a "later EIR or negative declaration" tiering from a broader EIR. In fact, the California Legislature made a declaration in Public Resources Code Section 21093 that environmental impact reports shall be tiered whenever feasible to achieve the efficiencies outlined in Section 21093. The IS/MND was prepared in compliance with the State CEQA Guidelines.

In the case of the proposed 603 Sutter Street Commercial Building project, this Initial Study is tiered from the EIR for the City of Folsom 2035 General Plan. The City of Folsom adopted the 2035 General Plan in 2018. The 2035 General Plan underwent environmental review in the form of a Program EIR. The Folsom City Council adopted the Folsom 2035 General Plan (Resolution 10148) and its environmental documents (Resolution 10147) on August 28, 2018.

The 2035 General Plan EIR contained a comprehensive evaluation of the effects of implementing the Folsom General Plan. The Folsom 2035 General Plan EIR is comprehensive in its analysis of the environmental impacts associated with development of the City, including the area that makes up the proposed site of the 603 Sutter Street Commercial Building project. This includes discussion of a full range of alternatives and growth inducing impacts associated with urban development in the City, including the proposed 603 Sutter Street Commercial Building project site.

Therefore, the Folsom 2035 General Plan is a project that is related to the proposed 603 Sutter Street Commercial Building project and, pursuant to Section 15152 of the State CEQA Guidelines, tiering of environmental documents is appropriate. State CEQA Guidelines Section 15152(g) specifically provides that,

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

The Folsom General Plan and the EIR for the General Plan can be reviewed at the following location:

City of Folsom
50 Natoma Street, Folsom, California 95630
Contact: Steve Banks, Principal Planner
(916) 461-6207

INCORPORATION OF THE FOLSOM 2035 GENERAL PLAN EIR BY REFERENCE

The EIR for the Folsom 2035 General Plan is a comprehensive document. Due to various references to the Folsom 2035 General Plan EIR in this proposed 603 Sutter Street Commercial Building project Initial Study, and to its importance relative to understanding the environmental analysis that has occurred to date with respect to development in the Folsom area, the document is hereby incorporated by reference as though fully set forth herein pursuant to State CEQA Guidelines Section 15150.

SUMMARY OF FOLSOM 2035 GENERAL PLAN EIR

The Folsom 2035 General Plan EIR analyzed the environmental impacts associated with adoption of the City of Folsom 2035 General Plan allowing for development, open space preservation, and provision of services for approximately 17,430± acres of land in the City of Folsom.

Buildout of the area subject to the Folsom General Plan envisions construction of up to 15,250 new dwelling units and 3,993 acres of residential, commercial and industrial uses. The Folsom 2035 General Plan contemplates the full range of land uses that would constitute a balanced community, including residential uses at a variety of densities, as well as commercial, office, employment, and open space uses. Additionally, public or quasi-public uses are contemplated by the Folsom 2035 General Plan, including schools, parks, fire stations, government offices, and other uses.

The 2035 General Plan EIR identified citywide significant impacts arising from urban development pursuant to the General Plan for the following issue areas[5]:

- **Aesthetics and Visual Resources**- Adverse effects on a scenic vista or substantial degradation of scenic character, damage to scenic resources within a scenic corridor, creation of a new source of light or glare;
- **Agricultural and Forestry Resources** - Potential conflicts with existing agricultural operations and Williamson Act Contracts adjacent to the 2035 Plan Evaluation Area;
- **Air Quality** - Increase in operational emissions of criteria air pollutants and precursors associated with 2035 General Plan buildout that could contribute to a violation of air quality standards, Increase in health risks associated with exposure of sensitive receptors to emissions of toxic air contaminants, Increase in exposure of sensitive receptors to emissions of odors;
- **Biological Resources** - Have a substantial adverse effect on special-status species, Have a substantial adverse effect on federally protected wetlands;
- **Cultural Resources** - Cause a substantial adverse change in the significance of a historical resource, Cause a substantial adverse change in the significance of an archaeological resource, *Damage or destruction of previously unknown unique paleontological resources during construction-related activities*;
- **Geology, Soils, and Mineral Resources** - Result in the loss of availability of a locally-important mineral resource recovery site*;*
- **Global Climate Change** - *Potential to conflict with an applicable plan, policy, or regulation adopted for reducing GHG emissions*, Potential to conflict with long-term statewide GHG emissions reduction goals for 2050.

[5] Identified effects listed in "normal" type were identified by the 2035 General Plan EIR as being significant and unavoidable. Effects listed in "*italics*" were determined to be less than significant after the implementation of adopted mitigation measures set forth in the 2035 General Plan EIR.

- **Hazards and Hazardous Materials** - *Expose people or structures to a significant risk of loss, injury, or death involving wildland fires.*
- **Hydrology and Water Quality** - *Alter the course of a stream or river increasing runoff resulting in flooding, Contribute runoff that exceeds stormwater drainage capacity or contributes additional polluted runoff, Place housing or other structures within 100-year flood hazard area*;
- **Noise** - Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies; or a substantial permanent increase in ambient noise levels in the project vicinity above levels without the project, *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, exposure of people residing or working in the area to excessive noise levels resulting from the proposed project*;
- **Public Services and Recreation Resources** - *Require construction or expansion of recreational facilities that might have an adverse physical effect on the environment – State and Regional facilities*,
- **Transportation/Circulation** - Traffic level of service on local intersections, Traffic level of service on US Highway 50;
- **Tribal Cultural Resources** - Interference with tribal cultural resources;
- **Utilities and Service Systems** - None; and
- **Cumulative Impacts** - Aesthetics and Visual Resources, Agricultural and Forestry Resources, Air Resources, Biological Resources, Cultural Resources, Geology, Soils, and Mineral Resources, Global Climate Change, Noise and Vibration, Transportation and Circulation, and Tribal Cultural Resources.

Additionally, the 2035 General Plan EIR identified the following topics as having no impact or a less than significant impact.

Table 5 Potential City-wide Impacts Determined to be Less-than-significant or No Impact by the 2035 General Plan EIR

Potential Impact	Less-than-Significant Impact	No Impact
Agriculture and Forestry Resources		
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?		X
d) Result in the loss of forest land or conversion of forest land to non-forest use?		X
Biological Resources		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	X	

Table 5 Potential City-wide Impacts Determined to be Less-than-significant or No Impact by the 2035 General Plan EIR		
Potential Impact	**Less-than-Significant Impact**	**No Impact**
Geological Resources		
a) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? *(VI.e)*	X	
Hazards and Hazardous Materials		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?		X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?		X
Hydrology and Water Quality		
b) 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 level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X	
j) Inundation by seiche, tsunami, or mudflow?	X	
Noise and Vibration		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	X	
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.		X
Traffic and Circulation		
a) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X	
b) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X	
c) Result in inadequate emergency access?	X	
d) Eliminate or adversely affect an existing bikeway, pedestrian facility, or transit facility in a way that would discourage its use	X	
e) Interfere with the implementation of a planned bikeway or planned pedestrian facility, or be in conflict with a future transit facility	X	
f) Result in unsafe conditions for bicyclists or pedestrians including conflicts with other modes	X	
g) Result in demands to transit facilities greater than available capacity	X	

5. ENVIRONMENTAL SETTING AND EVALUATION OF POTENTIAL IMPACTS

PURPOSE AND LEGAL BASIS FOR THE INITIAL STUDY

As a public disclosure document, this Initial Study provides local decision makers and the public with information regarding the environmental impacts associated with the proposed project. According to Section 15063 of the CEQA Guidelines, the purpose of an Initial Study is to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required by:
    a. Focusing the EIR on the effects determined to be significant,
    b. Identifying the effects determined not to be significant,
    c. Explaining the reasons for determining that potentially significant effects would not be significant, and
    d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

INITIAL ENVIRONMENTAL CHECKLIST

Following each major category in the Initial Study, there are four determinations by which to judge the project's impact. These categories and their meanings are shown below:

"No Impact" means that it is anticipated that the project will not affect the physical environment on or around the project area. It therefore does not warrant mitigation measures.

"Less-than-Significant Impact" means the project is anticipated to affect the physical environment on and around the project area, however to a less-than-significant degree, and therefore not warranting mitigation measures.

"Less than Significant with Mitigation Incorporated" applies to impacts where the incorporation of mitigation measures into a project has reduced an effect from "Potentially Significant" to "Less Than Significant." In such cases, and with such projects, mitigation measures will be provided including a brief explanation of how they reduce the effect to a less-than-significant level.

"Potentially Significant Impact" means there is substantial evidence that an effect is significant, and no mitigation is possible.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, including several impacts that are "Less than significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology / Soils		Greenhouse Gas Emissions		Hazards & Hazardous Materials
	Hydrology / Water Quality	X	Land Use / Planning		Mineral Resources
X	Noise		Population and Housing		Public Services
	Recreation	X	Transportation	X	Tribal Cultural Resources
	Utilities / Service Systems		Wildfire	X	Mandatory Findings of Significance

EVALUATION OF POTENTIAL IMPACTS

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

I. AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) In non-urban areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				**X**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

ENVIRONMENTAL SETTING

Folsom Lake and the American River, including the accompanying parkway and trail that connect Sacramento and Folsom, are two of the major scenic resources in Folsom. The green corridors that follow the city's creeks are another major visual resource, as are views to the Sierra Nevada foothills and certain scenic roadways. The Historic District, within which the project is sited, is located to the south of the American River and Lake Natoma.

The Sutter Street corridor, including the project site, is located was the heart of the Folsom business district from the 1850s until the 1950s, when businesses moved uptown to East Bidwell Street. Most of the oldest surviving buildings on and adjacent to Sutter Street date from the 1890s and are constructed of brick and stone. (Folsom 1998a)

VIEWPOINTS AND VISTAS

The City of Folsom is located along the western edge of the Sierra Nevada foothills. The surrounding area to the east of the City includes residences, commercial uses, and grassy rolling hills at varying elevations. To the west is the substantially urbanized Sacramento metropolitan area. The area in the vicinity of the project site is considerably developed with urban land uses. Developed uses in the project vicinity include single family residences to the south and east, and commercial uses to the north and west. The Cohn House, listed on the National Register of Historic Places, is immediately east of the project site, separated by Scott Street. Lake Natoma and the American River Parkway are located to the north, beyond the commercial corridor of Sutter Street. The project site is predominantly hidden by intervening buildings, bridges, and vegetation from viewpoints within the American River Parkway, developed recreation areas such as Negro Bar, and the Folsom Powerhouse State Historic Park. From informal recreation areas on the Natoma Bluffs, the project site and nearby uses including the Cohn Mansion are barely visible within the urban fabric of the Folsom Historic District and the City at large. The existing urban visual character of the project vicinity is defined by the nearby commercial and residential uses. (See Figure 2 and Figures 12 through 18).

Scenic vistas within the City and in the project vicinity vary from short-range to long-range views, depending upon the topography, intervening buildings, and the presence of mature vegetation.

Elevations in the project area decrease from south to north along Scott Street from 284 MSL at Natoma Street to 126 feet MSL at Lake Natoma, and from east to west along Sutter Street from approximately 297 feet MSL at the east end of the Street to 193 feet MSL near Folsom Boulevard. Because views are truncated by intervening commercial and residential structures and vegetation, these changes in elevation do not provides panoramic views from the residences to the south and east of the site.

Views into the project site tend to be short-range, and activities on the site are potentially visible by several residents of the surrounding homes (especially those immediately to the south and east), patrons of nearby commercial uses, or motorists on Sutter Street, Scott Street, Riley Street on its approach to the Rainbow Bridge, and from the Folsom Crossing bridge. Views from the Natoma Bluffs, Lake Natoma, the Folsom Lake State Recreation Area (FLSRA), and the Folsom Powerhouse State Historic Park are minimized by distance, by infrastructure such as the Folsom Crossing Bridge, changes in elevation, and intervening vegetation. (See Figures 2, 17, and 18.) (Environmental Planning Partners 2021, Folsom 1998b)

Since the City characterized the visual resources of the Historic District in 1998, several changes have occurred within the District's viewshed that have altered views of the Historic District as seen by outside viewers and by viewers within the Historic District itself. These changes include: construction of the Folsom Crossing bridge across Lake Natoma; construction of new public and private structures along and adjacent to Sutter Street, including the new three-story buildings adjacent to the proposed project at 604/602 and 607 Sutter Street, and modification of the building facades along Sutter Street west of Riley Street. (Page & Turnbull 2021, Environmental Planning Partners 2021)

PROJECT SITE

The site is an infill parcel surrounded by developed land uses as indicated in Table 1. The appearance of the existing site is one of an unmaintained vacant lot within a primarily urban setting. The site is heavily vegetated. The vegetation community present onsite is a mix of ruderal (weedy) grassland, mainly consisting of bamboo, vinca, nonnative annual grasses, and woodland that is a mixture of native and horticultural trees. The parcel contains 17 native oak trees and several ornamental trees. Developed uses on the site are limited to sidewalks, retaining walls, and gutters along Sutter and Scott Streets. (See Figures 12 through 16.)

The project site slopes from southeast to northwest, with the lowest elevations located adjacent to Sutter Street. Existing elevations on the project site range from 251 feet MSL to 234 feet MSL. From south to north along the west side of the project site, the slope is approximately 19 percent.

REGULATORY SETTING

Neither the project site, nor the views to or from the site, have been designated as an important scenic resource by the City of Folsom or any other public agency (Folsom 2018, CSPR 2010). Folsom Municipal Code (FMC) Chapter 15.59.040.H (Signage or Sign Ordinance) does lists Greenback Lane north and west of the Rainbow Bridge and Folsom Boulevard west of, and including, the Folsom Crossing bridge as scenic corridors within the context of the City's regulation of signage (Folsom 2019b). The vicinity of the project site is visible from the Folsom Crossing bridge, although the project would form a small portion of the view in between the existing three-story structures at 604/602 and 607 Sutter Street. No state or locally designated scenic highway has been identified in the vicinity of the project site (Folsom 2018a).

Figure 12a Existing View

Figure 12b Proposed View

603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 12

Existing and Proposed Views – Sutter Street Looking West

Figure 13a Existing View

Figure 13b Proposed View

603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 13

Existing and Proposed Views – Scott Street Looking North

Figure 14a Existing View

Figure 14b Proposed View

603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 14

Existing and Proposed Views – Scott/Riley Streets Looking South

Figure 15a Existing View

Figure 15b Proposed View

603 Sutter Street Project

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

Figure 15

Existing and Proposed Views – Sutter/Scott Streets Looking South

Figure 16a Existing View

Figure 16b Proposed View

SOURCE: Williams + Paddon, 2020; Planning Partners, 2021

603 Sutter Street Project

Figure 16

Existing and Proposed Views – Sutter Street Panorama

Figure 17a Natoma Bluffs near Snowberry Way

Figure 17b Negro Bar near Launch Ramp

603 Sutter Street Project

SOURCE: Planning Partners, 2021

Figure 17

View of Project Site from Natoma Bluffs and Negro Bar

Figure 18a Near Visitor Center

Figure 18b Near Powerhouse

SOURCE: Planning Partners, 2021

603 Sutter Street Project

Figure 18

View of Project Site from Folsom Powerhouse State Historic Park

The City of Folsom through its Zoning Code regulates street level aesthetics and character throughout the city and in particular areas by specialized documents such as the Historic District Design and Development Guidelines. The Folsom Lake State Recreation Area General Plan (2010) and the American River Parkway Plan (2008), undertaken by federal and state agencies, and Sacramento County and other local agencies respectively, address the preservation and enhancement of the scenic resources in the Recreation Area and the Parkway. (Folsom 2018a)

City of Folsom

General Plan

The following policies from the proposed 2035 General Plan address aesthetics and visual resources.

Natural and Cultural Resources Element

Policy NCR 1.1.7: Fugitive Light. Encourage measures to limit fugitive light from outdoor sources, including street lighting.

Policy NCR 2.1.2: Complementary Development. Through the planned development permit process, require new development to be located and designed to visually complement the natural environment along Folsom Lake, the American River, nearby hillsides, and major creek corridors such as Humbug, Willow, Alder, and Hinkle.

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

Policy NCR 5.1.6: Historic District Standards. Maintain and implement design and development standards for the Historic District.

Implementation Measure NCR 6: Lighting Design Standards. Establish consistent lighting standards for outdoor lighting of city development to reduce high-intensity nighttime lighting and glare. These standards shall be consistent with the Folsom Plan Area Specific Plan Community Design Guidelines. Additional standards shall be considered, including the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.

To reduce impacts associated with light and glare, the City will require the following lighting standards:

- Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.
- Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists.
- For public street, building, parking, and landscape lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. For public parks and sports facilities, the City will use the best light and glare control technology feasible, along with sensitive site design.
- Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.

Folsom Municipal Code

17.52.300 Design review.

The historic district commission shall have final authority relating to the design and architecture of the following structures within the historic district boundaries:

1. All new office, industrial, commercial and residential structures; …

17.52.400 Design standards.

A. The design standards specified in Sections 17.52.410 through 17.52.590 (*including 17.52.510, which applies to the Sutter Street subarea where the project is located)* shall be applicable to all new structures and alterations to existing structures within the historic district. Design review is required for all new structures and alterations to existing structures, unless otherwise specified in this chapter.

D. Exceptions to the design standards stated herein or in any subsequently adopted design and development guidelines may be permitted by the historic district commission when unique individual circumstances require the exception in order to comply with the purposes of this chapter or when necessary to allow for historical reconstruction of a previously existing structure or feature. (Ord. 890 § 2 (part), 1998)

17.52.510 Sutter street subarea special use and design standards.

A. Permitted Uses.

1. Retail, service, public/quasi-public and office uses permitted in Folsom's modern central business district (C-2 zone) are permitted, with the following exceptions and limitations:

a. Uses not in scale with a small downtown, such as large discount stores and supermarkets, are not permitted.
b. Uses which are so intrinsically modern that they cannot be successfully integrated, through design, into the plan's historic time frame, such as non-antique auto sales with outdoor display, are not permitted.

3. Residential uses are permitted, with the following exceptions and limitations:

b. In assessing compatibility between residential and commercial uses, a residential use located within this subarea will be expected to tolerate greater impacts from commercial uses than if it were located in a primarily residential area. Commercial and residential uses may each be expected to make reasonable physical or operational modifications to improve compatibility between them.

B. Design Concept.

The design concept for this subarea is to preserve existing pre-1900 buildings, and require new or replacement structures to be of a pre-1900 design, unless a post-1900 building is unique and/or representative of 1850-1950 architectural styles. The historic district commission may approve new construction of post-1900 design, on an exception basis, if it finds that the architecture is an outstanding design which represents a structure or use which formerly existed in historic Folsom or which represents a typical design and use extant in similar California towns between 1900 and 1950.

C. Height. Building heights shall not exceed 35 feet adjacent to the sidewalk area on Sutter or Leidesdorff Street and 50 feet in other sections of the subarea. Towers, spires, or other similar architectural features may extend up to 15 feet above the building height.

D. Setbacks. Contiguous shops on Sutter Street frontage shall maintain continuity of facades along public sidewalk.

California Department of Parks and Recreation

The State Department of Parks and Recreation manages that portion of the Folsom Lake State Recreation Area (FLSRA) and the Folsom Powerhouse State Historic Park within the city limits (CSPR 2010). The FLSRA Resource Management Plan (RMP) includes the portion of the American River Parkway administered by the State. The majority of the policies and programs set forth in the FLSRA General Plan are directed to State management actions or other activities within the FLSRA boundaries. The following policies are directed to activities outside of the FLSRA, including within the Historic District:

Folsom Lake State Recreation Area / Powerhouse State Historic Park General Plan / Resource Management Plan

Chapter III – The Plan

C. Unit-Wide Management Goals and Guidelines

3. Unit-Wide Visitor Services

f. Visual Resources and Aesthetics

Viewshed Protection

VISUAL-2: Work with local jurisdictions in the land use planning and development process to protect key views in the SRA from continued visual intrusion from surrounding development. This will include appropriate general plan land use designations, zoning to regulate such matters as building height and setbacks, ridgeline protection ordinances that help protect visual resources of the SRA, and rigorous development review and enforcement.

Lighting

VISUAL-9: Work with local jurisdictions in the land use planning and development process to protect the SRA from existing and future ambient light sources in development adjacent to the SRA. This will include zoning to regulate lighting, submittal of lighting plans, and "dark sky" ordinances that help protect the visual resources of the SRA.

The two RMP policies cited above are program-level policies developed to support the FLSRA/FPSHP-wide Visual Quality Goal of:

- Protection and enhancement of views and distinctive landscape features that contribute to the SRA's setting, character, and visitor experience (FLSRA/FPSHP RMP, Chapter III, Unit Wide Visitor Services).

No area-specific visual resource policies for the viewsheds surrounding the 603 Sutter Street project were identified in the RMP (Chapter 3, Section D, Specific Area Goals and Guidelines). These RMP-identified planning areas include Upper Lake Natoma, Folsom Powerhouse, and Negro Bar.

American River Parkway

In 1985, the California legislature acknowledged the statewide significance of the American River Parkway by adopting the American River Parkway Plan (ARPP) through the passage of the Urban American River Parkway Preservation Act (Public Resources Code Section 5840). The ARPP was most recently updated in 2008. The ARPP has authority over the land uses within the Parkway that extends from Downtown Sacramento at the confluence with the Sacramento River to Folsom Dam within the FLSRA. The ARPP includes land use designations and policies that direct all recreation, restoration, preservation and development of facilities.

As noted, the geographic scope of the ARPP includes Lake Natoma, an area that is formally managed in compliance with the 2010 Folsom Lake State Recreation Area General Plan. The ARPP incorporates the Folsom Lake General Plan by reference, thereby acknowledging its validity as the land use plan for Lake Natoma.

The following policy of the ARPP would apply to the actions within the vicinity of the proposed project:

7.24 In order to minimize adverse visual impacts on the aesthetic resources of the parkway, local jurisdictions shall regulate adjacent development visible from the parkway. These local regulations shall take into account the extent to which the development is visible from the parkway. Regulations may include tools to address design, color, texture and scale, such as:

a. Setbacks or buffers between the parkway and the development.
b. Structures to be stepped away from the parkway or limits on building scale.
c. Screening of structures visible from the parkway with landscaping, preferably native vegetation or other naturally-occurring features.
d. Use of colors and materials including non-reflective surfaces, amount of glass, and requiring medium to dark earth tone colors that blend with the colors of surrounding vegetation, particularly in sensitive bluff or river's edge locations.
e. Guidelines to discourage intrusive lighting and commercial advertising.

PROPOSED PROJECT

The applicant, Cedrus Holdings, LP, proposes to construct and operate a mixed-use (retail, restaurant, and office), three-story building on the southwest corner of Sutter Street and Scott Street within the Folsom Historic District. Figures 4, 5, and 6 illustrate the proposed building and exterior elevations.

An outdoor dining patio with a capacity of 20± persons would be located on the proposed building's first floor, adjacent to the Sutter Street/Scott Street intersection. The building would feature a deck on the northwest corner of floor 2 fronting on Sutter Street. A third floor balcony would be anchored to the northwest corner of the building. Walkways from this balcony would wrap around the Sutter Street and a portion of the Scott Street elevations of the building. There would be no roof deck. (See Figures 5 through 8.)

Individual access doorways to the first floor retail and restaurant uses would be provided along the Sutter Street façade of the building. The main entrance to the second and third flood offices would be provided by a common entrance on Scott Street. (See Figures 5 through 8.)

The proposed project would include developed uses within the public rights-of-way of surrounding streets, including outdoor seating, a second floor balcony and canopy, and third floor balcony on the Sutter Street frontage, and outdoor seating and a concrete walkway and stairs on the Scott Street frontage. A landscaped buffer and public sidewalk along Scott Street, and landscaping at the northwest and northeast corners of the building, would also extend into the public right of way. (See Figures 7 and 8.)

As proposed, the building height would be a maximum of 35 feet, 0 inches from the ground (building pad) to the roof surface.[6] Parapets would be constructed along the Sutter Street and Scott Street frontages of the roof, but would be no higher than 39 feet, 0 inches from the building pad. (See Figures 5 and 6.) Air conditioning and other mechanical equipment would be located within a sunken equipment well to reduce operational noise and visibility from surrounding areas and streets. (See Figures 7 and 8.)

The front of the building would be constructed approximately one foot from the Sutter Street property line. The building's east side would have varying setbacks from the property line ranging from no setback to 4 feet, 10 inches. Building setbacks from the west side and rear property lines would be 6 feet and 3 ½ feet respectively. The enclosed trash room along the west side of the building would be constructed within the building envelope. The distance from the rear of the building to the nearest structure would be approximately 27 feet. The distance from the westerly building facade to the nearest structure, a small single-story commercial building, would be approximately 10 feet.

The applicant's intent is that the proposed building would appear similar to other commercial projects recently developed on the 600 block of Sutter Street and elsewhere within the Historic District consistent with the Historic District Design and Development Guidelines.

As shown on Figure 9, the existing site slopes from its southeast corner to the northwest corner, with elevations ranging from 251feet MSL at the site's southeast corner adjacent to Scott Street to 234 feet MSL at the northwest corner adjacent to Sutter Street. Grading of the project site to establish the foundations, subgrades, and building pads would require cuts on the project site ranging from approximately seven feet in depth at the northeast corner of the building adjacent to Scott Street to three feet at the building's northwest corner adjacent to Sutter Street.

To permanently maintain the stability of the cut slopes, retaining walls would be constructed along the western site boundary, at the rear of the first floor, adjacent to Sutter Street at the northeast corner of the building, and along the easterly face of the building adjacent to the first floor. Retaining walls would act to prevent collapse or settlement of existing structures both south and west of the site, in addition to protecting the proposed building from the potential failure of surrounding slopes.

Freestanding retaining walls ranging in height from 1 foot to 15 feet would be constructed along the west edge of the project parcel, near the northeast corner of the project site adjacent to the intersection of Sutter and Scott Streets, along a portion of the Scott Street frontage, and at the rear of the proposed building. An internal retaining wall would be constructed at the rear of the first floor. Retaining walls along the Scott Street frontage, on the west property line, and near the intersection of Sutter and Scott

[6] Because the revised structure under review in this Initial Study would now meet the maximum 35-foot building height allowed by FMC Section 17.52.510.C within the Sutter Street subarea of the Historic District, no building height variance would be necessary.

Streets would be separated from the building to provide an outdoor seating area, walkways, and the trash room. (See Figure 9, and Figures 3, 5, and 6.) The proposed heights of the retaining walls are set forth in Table 3.

ENVIRONMENTAL ANALYSIS

The proposed 603 Sutter Street building would be visible from viewpoints immediately adjacent to the project, including from within several single-family dwellings and the Cohn House to the south and east. Figures 12 through 16 provide a photo essay illustrating the existing views of the project site from several short-range viewpoints, as well as photosimulations of visual conditions after construction of the project. Figure 17 shows that the proposed project would not be a significant part of the viewshed as seen from the Natoma Bluffs and Negro Bar. As depicted in Figure 18, due to intervening bridges, evergreen vegetation, and buildings, the project would not be plainly visible from viewpoints within the American River Parkway nor the Folsom Powerhouse State Historic Park.

California Public Resources Code (PRC), Section 21099 sets forth the following standards with respect to infill projects to be constructed within a Transit Priority Area (TPA):

PRC § 21099.

(a) For purposes of this section, the following terms mean:

(1) "Employment center project" means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

(2) "Floor area ratio" means the ratio of gross building area of the development, excluding structured parking areas, proposed for the project divided by the net lot area.

(3) "Gross building area" means the sum of all finished areas of all floors of a building included within the outside faces of its exterior walls.

(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(5) "Lot" means all parcels utilized by the project.

(6) "Net lot area" means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas as determined by the local land use authority.

(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, …

(d) (1) Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

(2) (A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

(B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.

EVALUATION OF APPLICABILITY OF SECTION 21099

The General Plan land use designation for the project site is Historic District – Mixed Use, and the zoning is Historic District (HD). The project lies within the Sutter Street subarea of the Historic District. FMC Section 17.52.510 permits expressly permits mixed-use commercial/office projects within the subarea such as that proposed by the 603 Sutter Street Commercial Building project. The floor area ratio (FAR) of the project exceeds 0.75. See Table 2. Thus, the project qualifies as an Employment Center Project.

The project site is surrounded by other urban uses, either adjoining the site or separated from it by improved public rights-of-way, thereby qualifying as an Infill Site.

The project is within one-half mile of the Historic Folsom Light Rail Station, designated by the Sacramento Area Council of Governments as a major transit stop. The proposed 603 Sutter Street Commercial Building project is located within the Transit Priority Area surrounding the station.

Construction and operation of the proposed building would not have an adverse effect on historical or cultural resources in the project vicinity, or more generally within the Sutter Street Subarea of the Historic District. For more information regarding the project's effect on historic structures and the Sutter Street Subarea, please refer to Section 5.V, *Cultural Resources*, of this Initial Study.

Based on the foregoing, consistent with the requirements of PRC Section 21099, this Initial Study finds that the aesthetic effects of the proposed project are not considered to be significant pursuant to CEQA. Thus, the following discussions qualitatively assess the implementation of the proposed project on visual resources.

These analyses of visual quality do not evaluate whether the proposed project meets the City's design guidelines and criteria for the Historic District, or the Sutter Street subarea of the District. One of the entitlements sought by the proponents of the 603 Sutter Street project is "Design Review" as required by the FMC. City staff, as part of their review of the project, and the Folsom Historic District Commission, as the decision-making body, will evaluate the consistency of the proposed project with Historic District and Sutter Street design requirements pursuant to FMC 17.52.300.

Question (a) Scenic vista: No Impact. Within the viewshed containing the project, the City of Folsom, Caltrans, and the California Department of Parks and Recreation have the authority to designate scenic vistas. None of these agencies have designated a scenic vista within the viewshed of the project. The proposed project would not place signage within the Folsom Boulevard or Greenback Lane corridors, and hence, would not be subject to the special sign rules pertaining to those corridors. Pursuant to PRC §21099, there would be no impact.

Question (b) Scenic resources: No Impact. No state or locally designated scenic highways are located within the project's viewshed or in the vicinity of the proposed project (Folsom 2018a). Therefore, implementation of the proposed project would not adversely affect scenic resources within a designated scenic highway. Pursuant to PRC §21099, there would be no impact.

Question (c) Visual character: No Impact. The short- to medium-range visual character of the project site is defined by urban and natural elements, including dense commercial and residential uses surrounding the site and the natural visual elements of the American River Parkway and Lake Natoma.

Though no scenic vistas in the project area that could be affected by the project have been designated by the City of Folsom or any other governmental agency, several residents to the south and east of the project site currently enjoy short-range views of the heavily vegetated site. (See Figures 12 through 18.) Because portions of these views can be enjoyed from backyards and from inside residences, residents would be sensitive to modifications of these views. Motorists on adjacent roadways and shoppers at surrounding commercial uses would not be considered to be sensitive viewers.

Implementation of the proposed project would change the visual character of the project site from an undeveloped lot to a developed mixed-use building with landscape improvements. The majority of the trees on the project site would be removed. For the closest residential neighbors, the building would represent an intrusion into the immediate-range viewshed. However, the building as proposed would be consistent with the commercial uses planned for the project site by the City's Zoning Code (FMC Section 17.52.510). This section of the Code (Section 17.52.510.A.1.b) establishes that, "In assessing compatibility between residential and commercial uses, a residential use located within this subarea will be expected to tolerate greater impacts from commercial uses than if it were located in a primarily residential area." Based on the foregoing, and in consideration of PRC Section 21099, the effect of constructing and operating the proposed building would result in no impact. Consistency with the design requirements of the Folsom Municipal Code and the Historic District Design and Development Guidelines will be considered by the Historic District Commission in its decision on approval or disapproval of the proposed project.

Question (d) Light and glare: Less-than-significant Impact. As an undeveloped lot, the project site features no existing day or nighttime lighting. Implementation of the proposed project would result in new exterior lighting, such as security, signage, walkway, and landscape lighting, and interior lighting from the building windows. Because there is currently no development on the project site, the proposed lighting would result in a new or increased source of light and glare that would be visible to motorists on perimeter streets, and to viewers from nearby residences and commercial uses. As a condition of approval and consistent with the General Plan and Historic District Design Guidelines, the City requires that the proposed project comply with lighting standards that ensure that lighting on the site would be focused within the project boundary, and shielded away from adjacent roadways and properties. City standards also require that lights be placed on a timer or photo electronic cell capable of turning the lights on and off one-half hour prior to dawn and one-half hour past dusk. Implementation of City standards and requirements, in addition to standard conditions of approval, would result in a less-than-significant impact, and no mitigation would be necessary.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Public Resources Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

The project site is an infill parcel surrounded by developed land uses in the Historic District of the City of Folsom. This area of the city does not contain any land that supports commercial agricultural operations; no agricultural activities or timber management occur on the project site or in adjacent areas, nor is the site designated or zoned for agricultural or timberland uses. The site is not subject to a Williamson Act Contract (Folsom 2018; CDFW 2015).

The Important Farmlands Map prepared for Sacramento County by the California Resources Agency classifies the project site as Urban and Built-Up Land. According to the Farmland Mapping and Monitoring Program, Urban and Built-Up lands are defined to be land occupied by structures or infrastructure to accommodate a building density of at least one unit to one and one-half acres, or approximately six structures to 10 acres. Appropriate uses within the Urban and Built-Up Land category include residential, industrial, and commercial uses, in addition to institutional facilities and other uses (DOC 2018).

The United States Department of Agriculture Natural Resources Conservation Service (NRCS) designates soils in the area of the proposed project as Not Prime Farmland (NRCS 2019).

ENVIRONMENTAL ANALYSIS

Questions (a) and (b) Convert farmland to non-agricultural use/Conflict with zoning for agricultural use: No Impact. The project site is located on land classified by the California Resources Agency as Urban and Built-Up Land, and by the NRCS as Not Prime Farmland. The City of Folsom General Plan designates the project site as Historic Folsom Mixed Use, and it is zoned by the City of Folsom as Historic District.

No prime or important farmlands are located on the site or in the adjacent area, nor are any agricultural crops currently grown. Also, the proposed project site is not held in a Williamson Act contract. Because no important agricultural resources or activities exist within the City or on the project site, no impact would occur, and no mitigation would be necessary.

Questions (c) through (e) Conflict with zoning for, or loss of farmland, forest land, or timber land: No Impact. There is no merchantable timber on the project site. Additionally, no timber management activities occur on the project site or elsewhere within the City of Folsom. No areas within the City or the project site are designated as forest land or timberland, or zoned for Timberland Production. Because no important timberland resources or activities exist within the City or on the project site, no significant impact would occur, and no mitigation would be necessary.

III. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	

ENVIRONMENTAL SETTING

Air quality influences public health and welfare, the economy, and quality of life. Air pollutants have the potential to adversely impact public health, the production and quality of agricultural crops, visibility, native vegetation, and buildings and structures.

Criteria pollutants are those that are regulated by either the state or federal Clean Air Acts. Non-criteria pollutants are not regulated by these Acts, but are a concern as precursors to criteria pollutants and/or for their potential for harm or nuisance.

Climate in the Folsom area is characterized by hot, dry summers and cold, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between oxides of nitrogen (NO_X) and reactive organic gases (ROG), which result in ozone (O_3) formation. High concentrations of O_3 are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. At this time, the greatest air pollution problem in the Folsom area is from NO_X.

REGULATORY SETTING

The U.S. Environmental Protection Agency (EPA) has set National Ambient Air Quality Standards (NAAQS) for ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, respirable particulate matter (PM_{10}), and airborne lead. Similarly, the California Air Resources Board (ARB) has established California Ambient Air Quality Standards (CAAQS) to protect public health and welfare. CAAQS for criteria pollutants equal or surpass NAAQS, and include other pollutants for which there are no NAAQS. The ARB is responsible for control program oversight activities, while regional Air Pollution Control Districts and Air Quality Management Districts are responsible for air quality planning and enforcement. The ARB is also responsible for assigning air basin attainment and non-attainment designations for state criteria pollutants.

Under the federal Clean Air Act, state and local agencies in areas that exceed the NAAQS are required to develop state implementation plans (SIP) to show how they will achieve the NAAQS for ozone and particulate matter by specified dates (42 USC 7409, 7411). The EPA's responsibility to

control air pollution in individual states is primarily to review submittals of SIPs that are prepared by each state.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents to address requirements to bring the SMAQMD into compliance with the federal and state ambient air quality standards.

The City of Folsom regulates urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed throughout the city, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. The proposed project would be subject to the City's standard construction requirement that all construction be in compliance with applicable SMAQMD and City air pollution requirements.[7]

State and national air quality standards consist of two parts: an allowable concentration of a pollutant, and an averaging time over which the concentration is to be measured. Allowable concentrations are based on the results of studies on the effects of the pollutants on human health, crops and vegetation, and, in some cases, damage to paint and other materials. The averaging times are based on whether the damage caused by the pollutant is more likely to occur during exposures to a high concentration for a short time (i.e., one hour), or to a relatively lower average concentration over a longer period (i.e., eight hours, 24 hours, or one month). For some pollutants, there is more than one air quality standard, reflecting both its short-term and long-term effects. Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. CAAQS and NAAQS are listed in Table 6.

The ARB is required to designate areas of the state as attainment, non-attainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An "unclassified" designation signifies that data does not support either an attainment or non-attainment status. An area where the standard for a pollutant is exceeded is considered in non-attainment and is subject to planning and pollution control requirements that are more stringent than normal requirements. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category. Of the criteria pollutants, the project area is in non-attainment for federal and state ozone, state PM_{10}, and federal $PM_{2.5}$ standards (see Table 6).

[7] The SMAQMD regulates construction and other activities in areas with naturally occurring asbestos. As documented in Section IX, *Hazards and Hazardous Materials,* of this Initial Study, the 603 Sutter Street project is located in an area that is least likely to contain naturally occurring asbestos.

Table 6 Federal and California Ambient Air Quality Standards and Attainment Status			
Pollutant	**Averaging Time**	**California Standards Concentration**	**Federal Primary Standards Concentration**
Ozone (O_3)	8-hour	0.07 ppm (137 μg/m³)	0.070 ppm (137 μg/m³)
	1-hour	0.09 ppm (180 μg/m³)	---
Respirable Particulate Matter (PM_{10})	24-hour	50 μg/m³	150 μg/m³
	Annual Arithmetic Mean	20 μg/m³	---
Fine Particulate Matter ($PM_{2.5}$)	24-hour	---	35 μg/m³
	Annual Average	12 μg/m³	12 μg/m³
Carbon Monoxide	8-hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)
	1-hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)
Nitrogen Dioxide	Annual Average	0.03 ppm (57 μg/m³)	0.053 ppm (100 μg/m³)
	1-hour	0.18 ppm (339 μg/m³)	0.100 ppm (188 μg/m³)
Lead	30 day Average	1.5 μg/m³	---
	Rolling 3-Month Average	---	0.15 μg/m³
	Quarterly Average	---	1.5 μg/m³
Sulfur Dioxide	24-hour	0.04 ppm (105 μg/m³)	0.14 ppm (for certain areas)
	3-hour	---	---
	1-hour	0.25 ppm (655 μg/m³)	0.075 ppm (196 μg/m³)
Sulfates	24-hour	25 μg/m³	No Federal Standard
Hydrogen Sulfide	1-hour	0.03 ppm (42 μg/m³)	No Federal Standard
Vinyl Chloride	24-hour	0.01 ppm (26 μg/m³)	No Federal Standard

Notes: ppm = parts per million; mg/m³ = milligrams per cubic meter; μg/m ³= micrograms per cubic meter
Shaded areas indicate that Sacramento County is in non-attainment for that air pollutant standard

Source: EPA 2021, EPA 2021a, EPA 2020, SMAQMD 2021, ARB 2016.

CRITERIA AIR POLLUTANTS

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO_X that occur in the presence of sunlight. ROG and NO_X generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. Ozone exposure causes eye irritation and damage to lung tissue in humans. Ozone also harms vegetation, reduces crop yields, and accelerates deterioration of paints, finishes, rubber products, plastics, and fabrics. Research also shows that children exposed to unhealthful levels of ozone suffer decreased lung function growth and increased asthma.

PM_{10}, or inhalable particulate matter, is a complex mixture of primary or directly emitted particles, and secondary particles or aerosol droplets formed in the atmosphere by precursor chemicals. The main sources of fugitive dust are unpaved roads, paved roads, and construction. Additional sources of PM_{10} include fires, industrial processes, mobile sources, fuel combustion, agriculture, miscellaneous sources, and solvents. Health studies link particulate pollution to sudden death in infants as well as adults with heart and lung ailments, shortening lives by years. Exposure to airborne particles also aggravates respiratory illnesses like asthma, bronchitis, emphysema, and pneumonia.

$PM_{2.5}$ is atmospheric particulate matter having a particle size less than 2.5 microns (μm) in diameter. These particles are so small they can be detected only with an electron microscope. Sources of fine particles include all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes. These small particles can be inhaled into the lungs and have the potential to cause health-related impacts in sensitive persons.

AIR QUALITY MONITORING

The SMAQMD's air quality monitoring network provides information on ambient concentrations of air pollutants. The SMAQMD operates several monitoring stations in the SVAB where the air quality data for ozone, $PM_{2.5}$, and PM_{10} were obtained. Table 7 compares a five-year summary of the highest annual criteria air pollutant emissions collected at two area monitoring stations with applicable CAAQS, which are more stringent than the corresponding NAAQS. Due to the regional nature of these pollutants, ozone, $PM_{2.5}$, and PM_{10} are expected to be fairly representative of the project site.

As indicated in Table 7, the O_3, $PM_{2.5}$ and PM_{10} standards have been exceeded in Sacramento County over the past five years.

Table 7 Annual Air Quality Data for Sacramento County Air Quality Monitoring Stations

Pollutant	2015	2016	2017	2018	2019**
Ozone (O_3) 1-hour: *Monitoring location: Folsom – Natoma Street*					
Maximum Concentration (ppm)	0.114	0.111	0.107	0.105	0.087
Days Exceeding State Standard (1-hr avg. > 0.09 ppm)	3	6	4	5	0
Ozone (O_3) 8-hour: *Monitoring location: Folsom – Natoma Street*					
Maximum Concentration (ppm)	0.093	0.095	0.087	0.094	0.073
Days Exceeding State and Federal Standard (8-hr avg. > 0.070 ppm)	11	24	19	19	2
PM_{10}: *Monitoring location: Sacramento – Branch Center Road 2*					
Est. Days Exceeding State Standard (Daily Standard 50 μg/m³)	0.0	0.0	18.4	24.1	*
Maximum State 24-Hour Concentration (μg/m³)	45.0	44.0	81.0	212.0	55.0
Days Exceeding Federal Standard (Daily Standard 150 μg/m³)	0.0	0.0	0.0	6.1	*
Maximum Federal 24-Hour Concentration (μg/m³)	44.0	45.0	79.0	200.0	53.0
$PM_{2.5}$: *Monitoring location: Folsom – Natoma Street*					
Est. Days Exceeding National 2006 Standard (Daily Standard 35 μg/m³)	1.1	0.0	0.0	9.0	*
Maximum National 24-Hour Concentration (μg/m³)	38.1	25.7	33.2	104.5	25.4

Notes: Underlined Values in excess of applicable standard; ppm = parts per million; μg/m³ = micrograms per cubic meter; Est. = Estimated
*Insufficient data to determine the value
**2019 is the latest year of data available as of preparation of this section (March 3, 2021).

Source: California Air Resources Board, 2021. Air Quality Trend Summaries. Accessed at <www.arb.ca.gov/adam>.

SIGNIFICANCE THRESHOLDS

The SMAQMD has published thresholds of significance for new projects in its *Guide to Air Quality Assessment in Sacramento County* (CEQA Guide) (originally published in 2009 with some sections most recently updated in October 2020 (as of February 2021)) (SMAQMD 2020). These thresholds are used to determine whether the potential air quality impacts of a proposed project are significant. The SMAQMD procedure is to quantify pollutant emissions from a project and compare the results to the significance threshold. The following emission levels have been established as the significance thresholds for those air quality impacts quantitatively assessed:

	Construction Phase	Operational Phase
Reactive Organic Gases (ROG):	None	65 pounds per day (lbs/day)
Oxides of Nitrogen (NO_X):	85 lbs/day	65 lbs/day
Particulate Matter (PM_{10}):	Zero (0). If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year	
Particulate Matter ($PM_{2.5}$):	Zero (0). If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year	

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

ENVIRONMENTAL ANALYSIS

Potential air quality impacts are assessed for both construction and operational phases of the 603 Sutter Street Commercial Building project:

- Construction includes site grading, cut and fill activities, building of structures, and paving. Construction activities resulting in air emissions include employee commute trips, exhaust from construction equipment, fugitive dust from earthmoving activities and vehicle movement on the project site, evaporative emissions from paving of surfaces, and the application of architectural coatings to the buildings. Construction of the proposed facility is scheduled to begin upon project approval and would be constructed in a single phase of approximately 18 months.
- Operation activities resulting in air emissions include vehicular trips generated by the restaurant, retail, and office uses; area sources (architectural coating, consumer products, and landscaping); and energy use. Based on construction phasing, the proposed mixed-use facility is anticipated to become operational in 2023.

Construction and operation related emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. Output files and assumptions are attached as Appendix A).

Table 8 presents an estimate of maximum daily and annual construction and operation emissions of criteria air pollutants and precursors of primary concern for the proposed mixed use project. These air pollutants include ozone precursors (ROG and NO_X) and particulate matter (PM_{10} and $PM_{2.5}$) (other pollutants of less concern are included in Appendix A).

Table 8 Unmitigated Construction and Operation Related Emissions				
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Construction Emissions (summer)	7.92 lbs/day	7.50 lbs/day	1.26 lbs/day	0.78 lbs/day
Construction Emissions (winter)	7.92 lbs/day	7.54 lbs/day	1.26 lbs/day	0.78 lbs/day
Construction Emissions (annual)	0.09 tons/yr	0.91 tons/yr	0.08 tons/yr	0.06 tons/yr
Operation Emissions (summer)	1.03 lbs/day	2.06 lbs/day	1.20 lbs/day	0.33 lbs/day
Operation Emissions (winter)	0.82 lbs/day	2.14 lbs/day	1.20 lbs/day	0.33 lbs/day
Operation Emissions (annual)	0.14 tons/yr	0.32 tons/yr	0.17 tons/yr	0.05 tons/yr

Note: lbs = pounds; yr = year; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter

Source: Planning Partners 2021. See Appendix A.

Questions (a) and (c) Conflict with air quality plan / Expose sensitive receptors to substantial pollutant concentrations: Less-than-significant Impact. Construction - NO_X Emissions. The SMAQMD has developed a screening process to assist in determining if NO_x emissions from constructing a project in Sacramento County would exceed the District's construction significance threshold for NO_X. Construction of a project that does not exceed the screening level and meets all the screening parameters will be considered to have a less-than-significant impact on air quality. However, all construction projects regardless of the screening level are required to implement the District's Basic Construction Emission Control Practices (Guide section updated April 2020). (SMAQMD 2020)

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

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include major trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); and
- Require import or export of soil materials that will require a considerable amount of haul truck activity. (SMAQMD 2020) (Guide section updated April 2020)

The proposed 603 Sutter Street Commercial Building project does not meet all of the screening level parameters. While the project site is only 0.17 acres, construction would include cut and fill operations and export of soil materials. Construction emissions were estimated using CalEEMod.2016.3.2 (output files attached as Appendix A), and NO_X emissions from construction activities of approximately 7.50 lbs/day (summer) and 7.54 lbs/day winter) would be less than the SMAQMD significance threshold of 85 lbs/day. Thus, according to CalEEMod results, the project would be expected to result in less-than-significant construction NO_X emissions. This would be a less-than-significant impact, and no mitigation would be necessary.

Questions (b) and (c) Net increase of criteria pollutant / Expose sensitive receptors to substantial pollutant concentrations: Less-than-significant Impact. Construction - PM_{10} and $PM_{2.5}$ Emissions. During typical construction projects the majority of particulate matter emissions (i.e., PM_{10} and $PM_{2.5}$) are generated in the form of fugitive dust during ground disturbance activities, most of which is generated during the grading phase. PM emissions are also generated in the form of equipment exhaust and re-entrained road dust from vehicle travel on paved and unpaved surfaces.

The SMAQMD uses the same screening level as the NOx emission screening level to assist a lead agency in determining if PM emissions from constructing a project in Sacramento County will exceed the District's construction significance thresholds for PM_{10} and $PM_{2.5}$. Construction of a project that does not exceed the screening level, meets all the screening parameters, and implements the SMAQMD's Basic Construction Emission Control Practices (also known as BMPs) would be considered to have a less-than-significant impact on air quality. (SMAQMD 2020) (Guide section updated April 2020)

While the project site is only 0.17 acres, construction would include cut and fill operations and export of soil materials. As estimated using CalEEMod.2016.3.2 (output files attached as Appendix A), PM_{10} construction emissions would be reduced from 1.26 to 0.84 lbs/day and $PM_{2.5}$ construction emissions would be reduced from 0.78 to 0.56 lbs/day by cleaning up trackout mud and watering exposed surfaces two times daily. This would be less than the SMAQMD significance thresholds of 80 lbs/day PM_{10} and 82 lbs/day $PM_{2.5}$. Thus, the project would be expected to result in less-than-significant construction PM emissions, and no mitigation would be necessary.

Section 6.07 of the City's Standard Construction Specifications and Details, General Provisions requires that construction contractors comply with all air pollution control rules and regulations. The proposed projects would be required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter). Prior to initiation of project construction, the project applicant shall confirm applicable SMAQMD rules with the Air District. In addition, all construction projects are required to implement the District's Basic Construction Emission Control Practices (SMAQMD 2019a), as applicable. These practices include the following:

Basic Construction Emission Control Practices (SMAQMD Guide section updated July 2019)

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Questions (a) through (c) Conflict with air quality plan / Net increase of criteria pollutant / Expose sensitive receptors to substantial pollutant concentrations: Less-than-significant Impact. Air Pollutant Emissions from Operations. The District has developed screening levels to help lead agencies analyze operational ROG and NO_X and PM_{10} and $PM_{2.5}$ emissions from projects in Sacramento County (SMAQMD Guide section updated October 2020). Other pollutants such as carbon monoxide (CO), sulfur dioxide, and lead are of less concern because operational activities are not likely to generate substantial quantities of these criteria air pollutants, and the Sacramento Valley Air basin has been in attainment for these criteria air pollutants for multiple years (SMAQMD 2020). As set forth by the District, the screening levels shall not be used to evaluate operational emissions from projects that have one or more of the following characteristics:

- The project will include wood stoves or wood-burning appliances;
- The project does not include BMPs for PM emissions;
- Project trip generation rates are expected to be greater than the default trip rates in CalEEMod;
- The vehicle fleet mix for the project is expected to be substantially different from the average vehicle fleet mix for Sacramento County. For example, the fleet mix associated with an industrial land use project will likely consist of a high portion of heavy-duty trucks;
- The project will include mixed-use development; or
- The project will include any industrial land use types (possibly including stationary sources of emissions.

As included in the list above, the project includes mixed-uses of office, retail, and restaurant, and the SMAQMD Operational Screening Levels for would not apply (SMAQMD Guide section updated October 2020). In order to support the use of the SMAQMD's non-zero thresholds of significance for operational PM emissions, the SMAQMD provides guidance on Best Management Practices (BMP) to reduce operational PM emissions from land use development projects (SMAQMD Guide section updated October 2020). As required by existing regulations, the following BMPs provided by the SMAQMD will be included by the City of Folsom as Conditions of Approval:

1. Compliance with District rules that control operational PM and NO_X emissions. Reference rules regarding wood burning devices, boilers, water heaters, generators and other PM control rules that may apply to equipment to be located at the project. Current rules can be found on the District's website: http://www.airquality.org/Businesses/Rules-Regulations

2. Compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of energy at a residential or non-residential land use. The current standards can be found on the California Energy Commission's website: http://www.energy.ca.gov/title24/
3. Compliance with mandatory measures in the California Green Building Code (Title 24, Part 11). The California Building Standards Commission provides helpful links on its website: https://www.dgs.ca.gov/BSC/Resources/Page- Content/Building-Standards-Commission-Resources-List- Folder/CALGreen
4. Current mandatory measures related to operational PM include requirements for bicycle parking, parking for fuel efficient vehicles, electric vehicle charging, and fireplaces for non-residential projects. Residential project measures include requirements for electric vehicle charging and fireplaces.
5. Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). This BMP focuses on non-residential land use projects (retail and industrial) that would attract these vehicles. The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. Information can be found on the California Air Resources Board's website:

   https://ww2.arb.ca.gov/our- work/programs/idle-reduction-technologies/idle-reduction-technologies.

   Additionally, the California Air Resources Board adopted a regulation that applies to transport refrigeration units (TRUs) that are found on many delivery trucks carrying food. Information on the TRU regulation can be found on the California Air Resources Board's website:

   https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit.

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

The proposed emissions from the project were estimated using CalEEMod.2016.3.2 (output files attached as Appendix A). Operational emissions of ozone precursors including ROG, NO_X, PM_{10}, and $PM_{2.5}$ are reported in Table 8 above. The calculated ROG emissions of 1.03 lbs/day (summer)/0.82 lbs/day (winter) and NO_X emissions of 2.06 lbs/day (summer)/2.14 lbs/day (winter) would not exceed SMAQMD thresholds of 65 lbs/day. The calculated PM_{10} emissions of 1.20 lbs/day (summer)/1.20 lbs/day (winter)/0.17 tons/year would not exceed SMAQMD thresholds of 80 lbs/day and 14.6 tons/year. The calculated $PM_{2.5}$ emissions of 0.33 lbs/day (summer)/0.33 lbs/day (winter)/0.05 tons/year would not exceed SMAQMD thresholds of 82 lbs/day and 15 tons/year. This would be a less-than-significant impact, and no mitigation would be necessary.

Human Health Effects

As described in the Environmental Setting of this section, exposure to criteria pollutant emissions can cause human health effects. Potential health effects vary depending primarily on the pollutant type, the concentration of pollutants during exposure, and the duration of exposure. Air pollution does not affect every individual in the population in the same way, and some groups are more

sensitive than others to adverse health effects. However, using the SMAQMD emissions threshold is not amenable to determining project level assessments of human health effects. Air districts have focused on reducing regional emissions from all sectors to meet the health-based concentration standards, thereby reducing the pollutant specific health impacts for the entire population. As set forth above, the SMAQMD has prepared plans to attain and maintain the ozone and particulate matter ambient air quality standards. These attainment plans include emissions inventories, air monitoring data, control measures, modeling, future pollutant-level estimates, and general health information. Attainment planning models rely on regional inputs to determine ozone and particulate matter formation and concentrations in a regional context, not a project specific context.

As described in the introduction to this section, ROG/VOC and NO_X are precursors to ozone, increased concentrations of which can cause health effects generally associated with reduced lung function. The contribution of VOCs and NO_X to a region's ambient ozone concentrations is the result of complex photochemistry. Because of the reaction time involved, peak ozone concentrations often occur far downwind of the precursor emissions. Therefore, ozone is a regional pollutant that often affects large areas. In other words, because of the complexity of ozone formation, the pounds or tons of emissions from a proposed project in a specific geographical location does not equate to a specific concentration of ozone formation in a given area, because in addition to emission levels, ozone formation is affected by atmospheric chemistry, geography, and weather. Because air district attainment plans and supporting air model tools are regional in nature, they do not allow for analysis of the health impacts of specific projects on any given geographic location.

In contrast to attainment models, CalEEMod, the model used for this CEQA air quality analysis, is designed to calculate and disclose the mass emissions expected from the construction and operation of the proposed mixed-use project. The estimated emissions are then compared to SMAQMD significance thresholds, which are in turn keyed to reducing emissions to levels that will not interfere with the region's ability to attain the Federal and State ambient air quality standards. This protects public health in the overall region. In order to estimate the impact of emissions on concentration levels in specific geographic areas in the Sacramento Valley and larger Air District region, the SMAQMD has developed guidance for Lead Agencies and CEQA practitioners to correlate specific health impacts that may result from a proposed project's mass emissions. Since project emissions would be less than SMAQMD significance thresholds, this analysis uses the SMAQMD Minor Project Health Effects Screening Tool to estimate potential health effects. For the Minor Projects Health Effects Tool, emissions are assumed to be at the threshold of significance levels of 82 pounds/day of NOx, ROG, and $PM_{2.5}$, and therefore estimate maximum conservative impacts for projects below the SMAQMD thresholds of significance. In this case, the Minor Project Tool estimates that a project located at 603 Sutter Street with 82 pounds/day emissions of NOx, ROG, and $PM_{2.5}$ would have 2.0 pre-mature deaths per year in the 5-Air-District Region due to its $PM_{2.5}$ concentrations, which is a 0.0044 percent increase in pre-mature deaths over the background health incidence[8]; and 0.033 pre-mature deaths per year in the 5-Air-District Region due to its ozone concentrations, which is a 0.00011 percent increase in pre-mature deaths over the background health incidence. Since the proposed project emissions are estimated to be much less than the significance levels used in the model, the mixed used project would not on its own lead to sizeable health effects.

[8] The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population).

(SMAQMD 2020). Further, the proposed project may influence health in other ways. The proposed infill project includes an improved pedestrian network and proximity to public transit, making it more practical to residents or employees to walk or bike instead of drive. This in turn increases overall physical activity, which could lead to a reduction in obesity, diabetes, high blood pressure, heart disease, and other chronic conditions associated with a sedentary lifestyle. In addition, the project is located in an area with a variety of land use types in close proximity, which may offer people more options for accessing health-supportive services such as grocery stores, pharmacies, and medical facilities. (SMAQMD 2020)

In summary, since the proposed project would not exceed SMAQMD significance thresholds for criteria pollutants, the project's contribution to the existing air quality and associated health impacts would not be considered cumulatively considerable.

Question (d) Result in other emissions: Less-than-significant Impact. While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Any project with the potential to create objectionable odors affecting a substantial number of people would be considered to have a significant impact under CEQA Guidelines Appendix G. In addition, the District's Rule 402 (Nuisance) also prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. (SMAQMD Guide section updated June 2016)

Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside. Existing sensitive land uses immediately surrounding the project site include single-family residential uses.

The nature of operational activities and the types of odiferous compounds they produce (e.g., odor emissions from a wastewater treatment process, rendering plant, or coffee roaster) can affect the number of complaints differently depending on the type of odor produced. For example, odiferous compounds generated by a wastewater treatment plant or landfill are more likely to be perceived more offensive to receptors than those generated by a coffee roaster or bakery. (SMAQMD 2020)

During construction, some odors could result from vehicles and equipment using diesel fuels. Construction vehicles would be required to limit idling time compliant with the ARB guidelines. Because the level of overall emissions would be low, and the duration of emissions would be temporary, odors from diesel exhaust during construction would be considered less than significant.

During operation, the project would consist of the operation of a mixed-use building including office, retail, and restaurant facilities. While the proposed restaurant could result in odor emissions, these odors are generally not considered objectionable and offensive to most individuals. Further, similar mixed uses, including a restaurant, are located immediately to the north of the project site. Therefore, potential effects due to odors would be less than significant, and no mitigation would be necessary.

NATURALLY OCCURRING ASBESTOS

Naturally occurring asbestos is not a potential concern in the project area. For more information and analysis, see Section 5.IX, *Hazards and Hazardous Materials*.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?			**X**	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			**X**	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		**X**		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			**X**	

REGULATORY SETTING

FEDERAL ENDANGERED SPECIES ACT

The United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) have jurisdiction over projects that may result in take of a species listed as threatened or endangered under the federal Endangered Species Act (ESA). Under the ESA (Title 16 of U.S. Code, Section 153 et seq. [16 USC 153 et seq.]), 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 and NMFS have also interpreted the definition of "harm" to include significant habitat modification that could result in take. Projects resulting in "take" of a federally listed or proposed species are required to consult with the USFWS or NMFS under Sections 7 or 10 of the ESA, depending on the involvement of the federal government. An Incidental Take Permit may be issued for the take of a listed species that results from, but is not the purpose of, carrying out an otherwise lawful activity.

MAGNUS-STEVENS FISHERY CONSERVATION AND MANAGEMENT ACT

The National Marine Fisheries Services administers the Magnuson-Stevens Fishery Conservation and Management Act (MSA) (16 USC 1801 et seq.). The MSA is the primary law governing marine fisheries management in U.S. Federal waters. Amendments to the 1996 MSA require the identification of Essential Fish Habitat (EFH) for federally managed species and the implementation of measures to conserve and enhance this habitat. The EFH provisions of the MSA offer resource managers a means to heighten consideration of fish habitat in resource management. Pursuant to

section 305(b)(2), Federal agencies are required to consult with the NMFS regarding any action they authorize, fund, or undertake that might adversely affect EFH.

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act (MBTA) (16 USC 703–711) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the U.S. Secretary of the Interior. Most native bird species fall under the jurisdiction of this Act.

SECTION 404 OF THE CLEAN WATER ACT

Section 404 of the Clean Water Act (33 USC 1252–1376) 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. Waters of the United States include territorial seas, navigable waters of the United States, interstate waters, all other waters where the use or degradation or destruction of the waters could affect interstate or foreign commerce, perennial and intermittent tributaries to waters of the United States, and wetlands that are adjacent to jurisdictional waters of the United States.

CALIFORNIA ENDANGERED SPECIES ACT

The California Endangered Species Act (CESA) (California Fish and Game Code Section 2050 et seq.) is the state policy to conserve, protect, restore, and enhance endangered or threatened species and their habitats. CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of endangered or threatened species if reasonable and prudent alternatives are available that would avoid jeopardy. Definitions of endangered and threatened species in the CESA parallel those defined in the ESA. Take authorizations from California Department of Fish and Wildlife (CDFW) are required for any unavoidable impact on state-listed species resulting from proposed projects.

NATIVE PLANT PROTECTION ACT

California's Native Plant Protection Act (Fish and Game Code Sections 1900–1913) requires all state agencies to establish criteria for determining whether a species, subspecies, or variety of native plant is endangered or rare. Provisions of this act prohibit the taking of listed plants from the wild and require that CDFW be notified at least 10 days in advance about any change in land use that would adversely affect listed plants. This requirement allows CDFW to salvage listed plant species that would otherwise be destroyed.

PROTECTION OF BIRD NESTS AND RAPTORS

The California Fish and Game Code (Section 3503) states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. The Code specifically mentions that it is unlawful to take, possess, or destroy any raptors (i.e., hawks, owls, eagles, and falcons), including their nests or eggs. Examples of code violations include destruction of active nests resulting from removal of vegetation in which the nests are located. Violation of Section 3503.5 could also include failure of active raptor nests resulting from disturbance of nesting pairs by nearby project construction.

TREE PROTECTION ORDINANCE

Chapter 12.16 of the City of FMC provides regulations for the protection, preservation, and maintenance of protected trees in Folsom. The ordinance protects native oak trees, heritage trees, regulated trees and landmark trees. Protected trees are defined as shown in Table 9. (Folsom 2019c)

Table 9 Definition of Protected Trees Pursuant to FMC Section 12.16

Protected Tree Class	Definition
Native Oak Tree	Any tree over 6 inches (DSH) of the genus quercus and species lobata (valley oak), douglasii (blue oak), wislizenii (interior live oak), agrifolia (coast live oak) or hybrids, thereof; or a multitrunked native oak tree having an aggregate diameter of 20 inches (DSH) or more.
Heritage Tree	An eligible tree on the City's Master Tree over 30 inches in diameter DSH or an eligible multitrunked tree having an aggregate diameter of 50 inches or more at DSH.
Regulated Tree	Trees required by the City's Zoning Code (parking lot trees and street trees) or required as conditions of a development approval, or required as mitigation by FMC Section 12.16.
Landmark Tree	A tree or group of trees determined by the city council to be a significant community benefit.

Note: DSH indicates the diameter at standard height. See the footnote on this page for further definition.[9]
Source: City of Folsom Municipal Code Section 12.16, 2021.

ENVIRONMENTAL SETTING

The project site is located in the Historic District of the City of Folsom, Sacramento County, California at the intersection of Sutter Street and Scott Street. The 0.17-acre (7,400 square feet). project site is located in an unsurveyed portion of the Rancho de Los Americanos land grant as indicated on the "Folsom, California" 7.5-minute quadrangle (U.S. Geological Survey [USGS] 1980), at latitude/longitude 38°40'41.88"N, 121°10'30.66"W. The approximate center of the site is located at 38.678237° North and -121.175185° West within the Lower American Watershed (Hydrologic Unit Code #18020111, USGS 2019).

The previously disturbed project site is located within a sloping ruderal urban lot situated at an elevation of approximately 250 feet above mean sea level in the Sacramento Valley Subregion of the Great Central Valley floristic region of California. The vegetation community present onsite is a mix of ruderal grassland, mainly consisting of nonnative annual grasses, and woodland that is a mixture of native and horticultural trees. The surrounding land uses are developed commercial and residential uses within the context of a densely developed urban area. (LSA 2017, ECORP 2019) The nearest undeveloped habitat is located within the American River Parkway, approximately 425 feet west/northwest of the project site, separated from the project by buildings, parking lots, and multi-lane roadways. The nearest point on the American River (Lake Natoma) is approximately 1,000 feet northwest of the site, again separated by intervening urban development. Wildlife use of the site is limited to species that are adapted to urban environments.

Tree surveys of the project site were completed in 2017 and 2019 (Arborwell 2017, ECORP 2019). The most recent (2019) survey concluded that within the proposed building footprint there are 16 native oak trees representing three species: eight valley oaks, five blue oaks, and three interior live

[9] Diameter at Standard Height (DSH) is a method of expressing the diameter of the trunk of a standing tree. Under this protocol, measures of tree diameters are to be taken four feet, six inches above the ground surface on the high side of the tree.

oaks. Additionally, there are four horticultural trees within the building footprint, which are all species of Prunus (fruit trees). Outside of the footprint there is one valley oak and one horticultural camphor tree. The project parcel contains 17 native oak trees. Sixteen of the native oak trees meet the definition of "Protected Trees" under the Folsom Tree Preservation Ordinance. One oak tree (tree tag #919) does not meet the definition of "Protected Tree" because its DSH is less than six inches. (Folsom 2019c, ECORP 2019)

ENVIRONMENTAL ANALYSIS

Research completed to determine the biological resources associated with the proposed project included: (1) a query of the California Natural Diversity Database (CNDDB) to identify occurrences of special-status species within one mile of the Project site; (2) a query of federally listed Threatened and Endangered species from the USFWS and the California Native Plant Society's (CNPS) Electronic Inventory; and (3) a review of the USFWS National Wetland Inventory (NWI) map to identify the presence of wetlands within the project area.

This special-status species evaluation considers those species identified as having relative scarcity and/or declining populations by the USFWS or CDFW. Special-status species include those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as species of special concern by CDFW. Also included are those plant species considered to be rare, threatened, or endangered in California by the CNPS, and those plant and animal taxa meeting the criteria for listing under Section 15380 of the State CEQA Guidelines.

According to the USFWS and CNDDB records searches, there are 5 plant, 3 crustaceans, 1 insect, 1 fish, 2 amphibian, 1 reptile, and 1 bird special-status species that have the potential to occur in the vicinity of the project site. Additionally, 15 bird species protected by the MTBA have the potential to seasonally occur in the project vicinity. Because the proposed project would be constructed within an existing disturbed lot surrounded by developed urban uses, suitable habitat to support the majority of the listed species is not present. There is habitat, however, to support several of the bird species.

Sensitive natural habitats are those that are considered rare within the region, support sensitive plant or wildlife species, or function as corridors for wildlife movement. No sensitive natural habitats were identified by the CNDDB and CNPS lists for the proposed project area. A review of the USFWS National Wetland Inventory Map was completed to identify the presence of wetlands in the vicinity of the project. There are no wetland features identified on the NWI map within the project area.

Question (a) Adverse effect on special-status species: Less-than-significant Impact with Mitigation Incorporated. The project applicant proposes to develop a mixed-use commercial building that would result in the conversion of the entirety of the site from its existing state to a developed use. All existing ruderal vegetation, shrubs, and trees would be lost. Except for 17 native oak trees and several ornamental trees, there are no riparian or other sensitive habitats existing on, or adjacent to, the project site. Trees on the site may provide nesting habitat for special status bird species, or for species protected by the Migratory Bird Treaty Act. If construction occurred during the nesting season, nesting birds could be disturbed, leading to nest abandonment. Therefore, development of the project could have significant potential impacts on biological resources during the period of active construction.

Swainson's hawk. The State-threatened Swainson's hawk has occurred in the project vicinity. There is a single occurrence within 0.5 miles of the project site. Swainson's hawks generally forage within 10 miles of their nest tree, and more commonly within 5 miles; however, there is no foraging habitat on the project site. Existing trees within the project parcel may serve as nesting trees.

Ground clearing, tree cutting, and construction activities could impact nesting Swainson's hawk. Although there are no known, recent nesting occurrences in the vicinity of the project site, there is the potential that construction activities in the vicinity of Swainson's hawk nesting areas could disrupt breeding activities.

Protected Nesting Birds. The valley oak and ornamental trees on the project site could provide nesting habitat for bird species found in the vicinity of the project. Tree-cutting and excavation activities could potentially impact nesting birds that are protected under the federal MBTA of 1918 (16 USC 703-711) and California Department of Fish and Game (CDFG) codes (Sections 3503, 3503.5, and 3800). The laws and regulations prohibit the take, possession, or destruction of birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of reproductive effort could be considered a "take." This would be a significant impact.

If construction activities are conducted during the nesting season (from March to September), nesting birds could be directly impacted by tree removal, and indirectly impacted by noise, vibration, and other construction related disturbance. The following mitigation measure would be required.

Mitigation Measure BIO-1: Avoid nesting season or conduct pre-construction surveys.

> Avoid construction or tree removal during the nesting season (usually from March through September). If construction activities will occur during the nesting season and trees on the site have not been removed, no more than 30 days prior to the initiation of construction, pre-construction surveys for the presence of special-status bird species or any nesting bird species shall be conducted by a qualified biologist within a 500 foot radius of the proposed construction area. If active nests are identified in these areas, construction should be delayed until the young have fledged, or the CDFW should be consulted to develop measures to avoid the take of active nests prior to the initiation of any construction activities. Avoidance measures may include establishment of a buffer zone using construction fencing, or the postponement of vegetation removal until after the nesting season, or until after a qualified biologist has determined the young have fledged and are independent of the nest site.

Implementation of Mitigation Measure BIO-1 would ensure that the nests of birds protected by the MBTA and other State and federal requirements, if any, would be avoided or identified prior to the start of construction, and that appropriate mitigation would be implemented to avoid disturbance. A less-than-significant impact would result, and no additional mitigation would be required.

Questions (b) and (c) Adverse effect on riparian habitat, sensitive natural communities, or wetlands: Less-than-significant Impact. Implementation of the proposed project would not have an adverse affect on any riparian habitat or sensitive natural community, since no such resources are located within the project area. There would be no substantial adverse effect on wetlands, as no wetlands occur on the project site.

Because no riparian habitat, sensitive natural communities, or wetlands exist on site, impacts to riparian habitat, sensitive natural communities, and wetlands would be considered less than significant with implementation of the proposed project, and no mitigation would be required.

Question (d) Interfere with species movement, wildlife corridors, or native wildlife nursery sites: Less-than-significant Impact. The project site is surrounded existing urban development. The nearest undeveloped habitat is located within the American River Parkway, approximately 425 feet west/northwest of the project site, separated from the project site by buildings, parking lots, and multi-lane roadways. The nearest point on the American River (Lake Natoma) is approximately 1,000 feet northwest of the site, again separated by intervening urban development. Riparian habitat associated with these waterways could act as a wildlife corridor for various species. However, the proposed project would not affect riparian habitat or the wildlife corridor associated with the American River (Lake Natoma). This would be a less-than-significant impact, and no mitigation would be required.

Question (e) Conflict with policies or ordinances protecting biological resources: Less-than-significant Impact with Mitigation Incorporated. The proposed project is subject to the City of Folsom Tree Ordinance, and would require review and approval of a tree permit by the City Arborist. An arborist report prepared by ECORP Environmental Consultants, Inc. dated March 12, 2019 identified 16 protected trees that would be affected by project implementation. Additional trees may be damaged by project construction. Appendix B, *Tree Survey Data,* lists all protected trees on the project site, their condition as indicated in the arborist report, and whether or not they are to be removed. It also includes a map of each tree's location on the project site.

Protected trees (according to City of Folsom Tree Preservation Ordinance (FMC Chapter 12.16) that would be removed under the current tree removal plan include 16 oak trees that meet the definition of *protected native oak tree.* Project site grading and/or construction may damage additional trees. Removal or damage of protected trees could constitute a conflict with the Folsom Tree Preservation Ordinance, and the following mitigation would be required.

Mitigation Measure BIO-2: Comply with Tree Preservation Ordinance.

Tree mitigation is required pursuant to the Tree Ordinance, and can include replanting of protected trees on the site, paying mitigation fees, or a combination of these two methods. Compensatory mitigation consists of one of the following mitigation measures:

1. On-Site Replacement Planting. Replacement trees shall be planted on the same property as the Protected Tree proposed for removal, subject to review by the Approving Authority. Where the subject property is not able to accommodate the required number of replacement trees on-site, the payment of in-lieu fees shall be required in accordance with FMC Section 12.16.150(B)(2).
    a. Replacement Tree Species. Trees planted as replacement trees shall be the same species as those removed or a species that is acceptable to the Approving Authority, with consideration given to species diversity.
2. Payment of In-Lieu Fee. Payment of in-lieu fees may be allowed where the subject property is not able to accommodate the required number of replacement trees on-site. The in-lieu fee shall be calculated as a dollar amount for each DSH inch of Protected Tree removed, as adopted by City Council resolution.

3. Combination of Planting and Fee Payment. A combination of on-site replacement planting and payment of in-lieu fees may be used where the number of replacement trees cannot be accommodated on-site. The in-lieu payment shall be reduced based on the number of DSH inches of the replacement trees planted on- site.

The following standard Conditions of Approval shall be included with the project to mitigate for any potential impacts to protected trees:

- The project is subject to the Tree Preservation Ordinance and any mitigation required as a result of impacts to protected trees. The owner/applicant shall retain a certified arborist for the project. The project arborist will oversee tree removal and the preservation of the trees on site during and after construction. The owner/applicant shall provide funding for this arborist.
- The owner/applicant shall place high-visibility orange mesh protective fencing and signing every 50 feet around the Tree Protection Zone of any existing trees on the project site that are identified for preservation pursuant to FMC Section 12.16. The fencing shall remain in place throughout the construction process to assure that the protected trees are not damaged. Placement of the fencing shall be subject to the review and approval of staff prior to the issuance of any improvement, grading, or building permits. Simply protecting the area within the Tree Protection Zone may not always save the tree(s), so other tree protection measures may be required.

Obtaining a City Tree Permit and implementing compensatory mitigation would reduce adverse impacts on tree resources to a less-than-significant level.

Question (f) Conflict with existing conservation plans: Less-than-significant Impact. Because no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom, implementation of the proposed 603 Sutter Street Commercial Building project would not conflict with any conservation plan. No impact would result, and no mitigation would be necessary.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a known historical resource pursuant to § 15064.5?			**X**	
a) Cause a substantial adverse change in the significance of an undiscovered historical resource pursuant to § 15064.5?		**X**		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

A Cultural Resources Study was conducted for the project site and surrounding area by LSA Associates, Inc. in March 2017. In 2021, the firm of Page & Turnbull, Inc. prepared an assessment of historic resources and their current historic status, and the character-defining features of the Sutter Street Subarea, part of the Folsom Historic District's Historic Commercial Primary Area. The study considered the proposed project in relation to the Subarea's character-defining features to assess the project's compatibility with surrounding individually listed and individually eligible historic resources, such as the National Register-listed Cohn House at 305 Scott Street, and the historic library building at 605 Sutter Street. The study also analyzed project-specific and subarea-wide cumulative impacts of the proposed project on the Sutter Street Subarea of the Folsom Historic District. The following discussion summarizes these reports.

Records of the known cultural resources found in Sacramento County are included in the files of the Office of Historic Preservation, California Historical Resources Information System. The North Central Information Center (NCIC), housed at California State University, Sacramento, locally administers these records. A cultural resources records search was conducted at the NCIC for the project site and surrounding area to determine its historic and cultural sensitivity (LSA 2017). The Cultural Resources Study also outlines results of a field survey, and an archaeology sensitivity assessment.

The NCIC Records Search parameters included a 200-foot radius around the project site. The records search of the NCIC database did not identify any previously conducted studies on the project site, nor any previously recorded cultural resources in or adjacent to the site. One investigation has been conducted within the 200-foot study radius. That study included an inventory of historic-period built environment resources associated with the Folsom Historic District, including the Cohn House at 305 Scott Street, and the original location of the Folsom Library building located immediately adjacent to the proposed project site. While the original library building still stands, located at 605 Sutter Street, it is not included on the City of Folsom list of Significant Historic Built Environment Resources. (Folsom 2014)

Non-privileged portions of the records search are available for review by request through the City of Folsom Community Development Department, 50 Natoma Street, Folsom, CA 95630. Requests should be directed to the attention of Steven Banks, Principal Planner.

REGULATORY SETTING

FEDERAL AND STATE

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

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

(A) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and,

(B) Meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

LOCAL

City of Folsom 2035 General Plan. The General Plan includes goals and policies regarding cultural resources in Chapter 6, *Natural and Cultural Resources.* Goal NCR 5.1 encourages "… the preservation, restoration, and maintenance of cultural resources, including buildings and sites, to enrich our sense of place and our appreciation of the city's history." Policy NCR 5.1.4, *Applicable Laws and Regulations,* requires the proposed project to comply with City, State, and federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archaeological resources. Policy NCR 5.1.6, Historic District Standards, requires that the proposed project maintain and implement design and development standards for the Historic District. (Folsom 2018)

Historic District Ordinance. FMC Chapter 17.52 defines the City's Historic District and establishes standards and regulations for development of property within specific subareas of the Historic District. The proposed project lies within the Sutter Street Subarea. (Folsom 2019)

Historic District Design and Development Guidelines. The Design and Development Guidelines provide a comprehensive policy manual to assist with the implementation of the regulations contained in the FMC. In addition to design review standards, the guidelines set forth criteria to guide future development within the Historic District; policy direction concerning private and public development; and policy direction concerning public infrastructure and circulation improvements. (Folsom 1998)

Standard Construction Specifications and Details. The City of Folsom developed a Standard Construction Specification and Details document in 2004, and updated it in January 2017. The document includes Article 11 - Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (Folsom 2017).

ENVIRONMENTAL SETTING

The project is located within the Historic District of Folsom. Situated in the lower foothills, the project site's nearest water source is the lower American River, located approximately 1,000 feet to the north. Topographically, the property slopes gently downward to the northwest, ranging in elevation between 251 to 234 feet above mean sea level.

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

The Native Americans who occupied the area of the City, at the time of Euro American contact (ca. 1845), are known as the Southern Maidu or Nisenan. Ethnographers who have studied these Penutian-speaking people generally agree that their territory included the drainages of the Bear, American, Yuba, and southern Feather Rivers. Permanent settlements were on ridges separating parallel streams, or on crests, knolls, or terraces located part way up the slope (Kroeber 1925). Several gravel bars situated along the American River were rich in gold. Stores of gold were located at Slate Bar, across from Folsom State Prison, in the early 1850s. During the 1880s and 1890s, mining occurred within Folsom's city limits.

During the late 19th century Folsom experienced a surge of residential and infrastructure development. The State of California chose Folsom as the ideal site for a prison, and by 1880 Folsom State Prison opened its gates to its first inmates. State engineers finished construction on the city's historic truss bridge in 1893 to transport people and livestock across the American River. In 1895 the Folsom Powerhouse was constructed, facilitating the first long-distance transmission of electricity: 22 miles from Folsom to Sacramento. The powerhouse operated continuously from 1895 to 1952. Today, both the original powerhouse building and the distribution point in Sacramento are listed as California Historical Landmarks. Additionally, many buildings constructed in Folsom during the 1860s remain today, including the Wells Fargo building, built in 1860, and historic houses such as the Cohn House, which is listed as a National Landmark, and the Burnham Mansion and the Hyman House, both constructed during the late 19th century. By 1917, the Rainbow Bridge opened to accommodate automobiles. Folsom's Chamber of Commerce filed incorporation papers with the Secretary of State in 1946, officially establishing Folsom as a city. During the late 20th century, Folsom experienced continual residential and community growth. (Folsom 2014)

ARCHAEOLOGICAL RESOURCES

The proposed project site is located on a Pre-Pleistocene to Older Pleistocene landform which is composed of Argonaut-Auburn-Urban land complex situated on 3 to 8 percent slopes. This landform is considered to be of very low sensitivity for encountering buried archaeological deposits (LSA 2017)

HISTORIC RESOURCES

Existing Historic Designations

The following section examines the national, state, and local historic status currently assigned to two historic resources that are adjacent to the proposed project site: the Cohn House at 305 Scott Street and the historic library building at 605 Sutter Street. The site of the proposed project at 603 Sutter Street is an undeveloped lot and has no historic status.

The **National Register of Historic Places** (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The Cohn House is listed on the National Register of Historic Places. The historic library building at 605 Sutter Street is not listed on the National Register of Historic Places.

The **California Register of Historical Resources** (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

Because it is listed on the National Register, the Cohn House is listed on the California Register of Historical Resources. The historic library building at 605 Sutter Street is not listed on the California Register of Historical Resources.

Properties listed or under review by the State of California Office of Historic Preservation are listed within the Built Environment Resource Directory (BERD) and are assigned a California Historical Resource Status Code (Status Code) of "1" to "7" to establish their historical significance in relation to the National Register or California Register (OHP 2020). Properties with a Status Code of "1" or "2" are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of "5" have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of "6" are not eligible for listing in either register. Finally, a Status Code of "7" means that the resource has not been evaluated for the National Register or the California Register, or needs reevaluation.

The Cohn House is listed in the BERD database for Sacramento County with a status code of 1S, meaning an "individual property listed in the National Register by the Keeper. Listed in the

California Register." (OHP DRP 2004). The historic library building at 605 Sutter Street is listed in the BERD database for Sacramento County as the Folsom Library with a status code of 6Y, meaning a property "determined ineligible for National Register by consensus through Section 106 process – Not evaluated for California Register or Local Listing."[10] The most recent update to the BERD database was in March 2020.

In 1998, the City of Folsom adopted the Historic Preservation Master Plan, which created the *City of Folsom Cultural Resources Inventory*, a list of historic resources in the city that is updated over time. The Cultural Resources Inventory, including registration forms, is kept by the City of Folsom Community Development Department.

The Cohn House at 305 Scott Street and historic library building at 605 Scott Street are listed on the City of Folsom Cultural Resources Inventory.

Historic Significance

The **Cohn House** property was listed on the National Register in 1982. The following physical description and summary of its historic significance is excerpted from the resource's National Register nomination form:

> The 100 foot by 140 foot property contains essentially four structures: the large 1890s house; the original 1860s house and barn, attached to the later house and serving as its kitchen/service area; and a small outbuilding in the garden to the north of the house. The Cohn House is a particularly fine local representative of late 19th century residential architecture. The complex juxtaposition of forms and the great variety of architectural detail of this Queen Anne style structure establish its fine design qualities. Its large size and impressive siting on a hill overlooking the town and valley below add to its visual importance. Derived from a published architectural "pattern book", the design of the building reflects the widespread and established practice of building according to published designs. The two buildings still incorporated into the larger house represent a rare vestige of working class housing of the city's earliest decades.

Historic Library Building. According to the listing in the Folsom Cultural Resources Inventory, the historic library building at 607 Sutter Street was constructed around 1915. It consists of a one-story wood frame building with a simple rectangular floor plan and a front-facing gable roof with wide overhanging eaves and exposed rafter tails. The front, northwest façade has a full-width porch; both the building and porch supports are clad with painted wood shingles. Non-original windows and doors at the front façade are surrounded by molded wood trim, and modern concrete stairs extend up the steep sloping grade of the site to the front porch from Sutter Street.

Sutter Street Subarea of the Folsom Historic District. A *Historic Assessment and Project Evaluation report for City of Folsom Streetscape Improvements* was prepared in 2008 (Page & Turnbull 2008). The evaluation included the Sutter Street Subarea (called the Sutter Street Historic District in the report) for listing on the California Register. The report found that the Sutter Street Subarea "is significant under Criterion 1 (Events) as the commercial downtown of Folsom which served as the City's commercial, social, and cultural center between the 1860s and 1950s, and under Criterion 3 (Architecture) as a group of representative buildings that exemplify the vernacular commercial

[10] Page & Turnbull found a discrepancy with the address listed for the library building on Sutter Street. The library is listed in the BERD database as 607 Sutter Street, Folsom Library, but its actual location is at 605 Sutter Street.

building styles popular in Folsom between the 1860s and 1950s. However, the Sutter Street Historic District does not retain integrity of design, materials, and workmanship, and does not retain sufficient integrity to portray its historic significance. Therefore, the district is not eligible for listing in the California or National Registers.

The Sutter Street Subarea is listed in the Folsom Cultural Resources Inventory as the Sutter Street Commercial District.

SIGNIFICANCE CRITERIA

According to CEQA, a "project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment". Substantial adverse change is defined as: "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired." The significance of a historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance" and that justify or account for its inclusion in, or eligibility for inclusion in, the California Register. Thus, a project may cause a substantial change in a historic resource but still not have a significant adverse effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less-than-significant, negligible, neutral or even beneficial.

In completing an analysis of a project under CEQA, it must first be determined if the project site possesses a historical resource. A site may qualify as a historical resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a). The four categories are:

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 (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall 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 an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.

In general, a resource that meets any of the four criteria listed in CEQA Guidelines Section 15064.5(a) is considered to be a historical resource unless "the preponderance of evidence demonstrates" that the resource "is not historically or culturally significant."[11]

For the purpose of this analysis, Page & Turnbull, Inc. developed the following list of character-defining features of the Sutter Street Subarea, based on the Folsom Streetscape Improvements Historic Assessment Report (dated March 2008) and a site visit on February 10, 2021.

The character-defining features of the Sutter Street Subarea include, but are not limited to:

BUILDINGS

Massing and Form

- Commercial and mixed-use building footprints typically fill the width of the parcel and have tall, narrow massing
- Commercial and mixed-use buildings typically with flat, stepped, or Mission style parapets or false fronts in front of flat or gabled roofs
- Residential buildings with gabled or hipped roofs

Size, Scale, and Proportion

- Typically one- or two-story buildings with regular, rectangular floor plans
- Frontages of commercial and mixed-use buildings typically between 25 and 50 feet wide

Materials

- Buildings clad with traditional materials – such as wood siding, brick, stone, plaster, or stucco – with the highest quality materials and ornamentation facing Sutter Street
- One primary cladding material used on facades facing Sutter Street

Fenestration

- Traditional commercial storefront elements, such as fixed ground-floor display windows, arched or rectangular transom windows, and some recessed entries and bulkheads
- Pedestrian-scaled entries
- Wood panel front doors with integrated glass
- Operable tall, narrow wood sash windows, some with arched or segmentally arched profiles, especially at upper floors

Design Features & Architectural Details

- Coverings (i.e., awnings, canopies, or balconies) with narrow wood supports or columns; coverings at commercial and mixed-use buildings along Sutter Street typically cover the majority if not all of the sidewalk
- Details consistent with architectural style of the individual building, such as wood spindlework, brackets, and molded window trim on Italianate and Queen Anne style buildings; red clay tile roofs and decorative inlaid tiles on Spanish Colonial Revival

[11] The existing property at 603 Sutter Street does not qualify as a historic resource under any of the above categories. The Sutter Street Subarea does qualify as a historic resource, as described under Category 2, because it is listed in a local register of historical resources, the Folsom Cultural Resources Inventory.

buildings; pilasters and dentilled cornices on Neoclassical buildings, and wide eaves with exposed rafter tails on Craftsman style buildings

Streetscape and Other Features

- Commercial and mixed-use development south of Scott Street; residential development north of Scott Street
- Commercial and mixed-use building footprints are set with minimal or no setback from the sidewalk, creating a continuous wall frontage along Sutter Street
- Single-family residential buildings typically have landscaped set back from the sidewalk
- Width of street right of way
- Ascending slope of Sutter Street from the southwest to northeast
- Approximate 10-foot sidewalk width
- Change in grade from the street level to raised sidewalk level
- Granite curbs
- Granite stair at the northeast corner of Sutter Street and Wool Street
- Concrete sidewalks with concrete stamps, used by concrete contractors as a means of advertising and dating their work
- Railroad turntable
- Railroad tracks and alignments

ENVIRONMENTAL ANALYSIS

Question (a) Known Historical resources: Less-than-significant Impact.
Because the project site at 603 Sutter Street is an undeveloped lot and is, therefore, a non-contributing resource within a historic district, the project site itself is not considered a historic resource. Consequently, the analysis focuses on potential impacts to the surrounding individual historic resources and on the Sutter Street Subarea.

Project-Specific Impact Analysis

The proposed project includes the construction of a new mixed-use building at the northeast end of the locally designated Sutter Street Subarea of the Folsom Historic District. The proposed project will occur on an undeveloped lot and, thus, does not include the demolition or physical alteration of any individual historic resources. Therefore, the construction of a new building does not represent a direct project-specific impact to a historic resource.

Compatibility of Proposed Project with Nearby Individual Historic Resources

The proposed project is evaluated in terms of its compatibility with the nearby historic resources using Standard 9 of the *Secretary of the Interior's Standards for Rehabilitation* as a guiding principle, which reads: "New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment."

The proposed project differs in scale, massing, materials, and design from those of the Cohn House and historic library building. Unlike the Cohn House and library building, which have generous setbacks and greenspace, the proposed new building has a much larger footprint that fills nearly the entirety of the parcel and is minimally set back from the public right-of-way. The three-story

building exhibits wide, horizontal massing and a flat roof in contrast to the tall, narrow massing and gabled roofs of the Cohn House and the smaller, boxy massing of the library building. Subtle setbacks at the northwest end of the north façade and southeast end of the east façade provide some visual relief between the minimal setback and larger massing of the proposed new building and the deeper setbacks and one-story massing of the library building and an adjacent house at 305 Scott Street. Although this massing is inconsistent with the individual massing of the Cohn House and library building, it is consistent with the larger massing, continuous wall faces, and lack of front or side setbacks that are typical of the historic commercial and mixed-use buildings that characterize the majority of the Sutter Street Subarea to the southwest. The design of the proposed new building, thus, reflects the historic character of its immediate setting along the primarily commercial Sutter Street corridor where the street begins to transition to smaller historic residential development at the north end of the Sutter Street Subarea and into the adjacent Figueroa Subarea. Therefore, the difference in massing between the proposed new building, Cohn House, and library building, does not detract from the integrity of the historic setting of the adjacent historic resources.

At three stories tall and tucked into the sloping grade of the project site, the proposed building's height provides a smooth transition from the small, one-story height of the library building to the essentially three-story Cohn House at the top of the hill with its tall, visually dominant turret. The first two stories of the proposed new building roughly align with the ridge height of the adjacent library building; the setback of the third story from Sutter Street and Scott Street and its increased step back immediately adjacent to the library building minimize the appearance of the building's third story and give the impression of a smaller two-story building from the street level. Due to the sloping grade of the side, the building appears as a two-story building at its east façade, facing the Cohn House, and as a one-story building at its south façade, facing an adjacent, non-historic residence at 306 Scott Street. Thus, the building's height is compatible with the height of the neighboring historic resources and their immediately surrounding setting.

The materials of the proposed new building, while different from those of the Cohn House and library building, are compatible with the mix of materials that are displayed on historic commercial and residential buildings along this section of the Sutter Street Subarea. The Cohn House and library building are both wood framed buildings with wood cladding, wood window and door trim, wood porch supports, wood ornamentation, and shingled roofs. The proposed new building, on the other hand, features brick veneer cladding on the first two floors; horizontal cement fiber siding on the set-back third story; a mix of steel and wood balcony and awning structural systems; and corrugated metal roofing. The use of wood balcony supports at the northwest corner of the building is compatible with the wood cladding and materials of the Cohn House and historic library building. Although it is not made of wood, the use of horizontal cement fiber siding on the recessed third story will be designed to visually appear like wood. Thus, this material will be compatible with the historic materials in the subarea while being clearly differentiated from them. This horizontal cement fiber siding will also cover the entirety of the south façade that faces an adjacent residential property at 306 Scott Street and roughly three-quarters of the east façade facing the Cohn House, softening the transition between the new building and the primarily wood materiality of the adjacent historic resources. Although the brick veneer cladding on the first two stories of the new building is inconsistent with materials of the immediately adjacent historic resources, it reflects similar masonry facades of several historic commercial and mixed-use buildings on blocks of the Sutter Street Subarea to the southwest of the project site. Thus, similar to the discussion on massing, the use of varied materials on the proposed new building is compatible with the mixed commercial and

residential character of the immediately surrounding block, and does not detract from the integrity of the neighboring individual historic resources' setting.

Perched on a large, elevated parcel on a hill at the corner of Sutter and Scott streets, overlooking the rest of the Sutter Street Subarea to the southwest, the tall 1890s house at the Cohn House property is a visual landmark that characterizes views at the northeast end of the Sutter Street Subarea as it transitions to the primarily residential Figueroa Subarea to the north and east. The library building, which is diminutive in size and generously set back from the street, generally recedes into the background and does not present a prominent visual focal point of the streetscape. Although the proposed project will obstruct some views of the Cohn House from the far south end of Sutter Street closer to Riley Street, other taller new developments at 604 and 607 Sutter Street have already affected views of the property as well as the historic library building. Both resources will remain visible from the middle of the block as one travels north along Sutter Street, and when looking from Scott Street to the north and south. The three-story height of the new building and its siting into the sloped grade of the lot, as well as the unimpacted garden at the northwest side of the Cohn House property, allow the Cohn House to maintain its visual dominance at the top of Sutter Street.

Although the proposed project is larger in scale than these two specific buildings and differs in its use, massing, materials, and design, these differences reflect the mixed commercial and residential character and variety of historic and non-historic buildings of the immediately surrounding blocks of the Sutter Street Subarea. Based on the above, the proposed project would not cause a significant impact that would affect the ability of the two individual historic resources to convey their historic significance.

Compatibility of Proposed Project with the Sutter Street Subarea of the Folsom Historic District

The proposed project would be located within the boundaries of the Sutter Street Subarea of the Folsom Historic District. The proposed project is located at the southeast corner of Sutter Street and Scott Street at the northeast periphery of the subarea. At this peripheral location, the character of the subarea shifts from predominately commercial development along Sutter Street to the southwest to predominately residential development to the north and west. As described in the previous section, the National Register-listed Cohn House is situated to the northeast of the project site across Scott Street, and the locally listed historic library building is located immediately adjacent to the project site at 605 Sutter Street. Recent mixed-use infill buildings have been constructed directly across from the project site at 604/602 Sutter Street and next to the library building at 607 Sutter Street. Thus, the proposed building will be located at the edge of the district, surrounded by a mix of historic and non-historic buildings, and result in the replacement of an undeveloped lot in the subarea with a new infill building. Due to the peripheral location of the proposed project, the effect of moderate incompatibility issues on the overall historic character of the district would be expected to be minimal.

The following discussion analyzes the proposed project's compatibility with the character-defining features of the district, as described above, as well as Standard 9 of the *Secretary of the Interior's Standards for Rehabilitation*.

Massing and Form

The proposed building at 603 Sutter Street will adhere to some characteristics of form and overall continuity of the surrounding Sutter Street Subarea. Like the majority of historic buildings in the subarea, the proposed new building has a flat roof with a stepped parapet wall; however, its wide horizontal massing contrasts with the tall, narrow massing that is typical of historic buildings in the subarea. Brick pilasters and the use of subtle setbacks at the northwest end of the north façade and southeast end of the east façade break this larger massing into narrower volumes that are more consistent with the narrow massing of subarea's historic buildings. A curved corner at the intersection of Sutter and Scott streets is a departure from the regular, rectilinear forms of the surrounding historic buildings that subtly differentiates the new building from the old.

Size, Scale, and Proportion

The proposed project shares some elements of scale and proportion with the Sutter Street Subarea. The building will have approximately 94 feet of frontage on Sutter Street. While this is much wider than the typical 25- or 50-foot frontages of historic buildings in the subarea, the use of a setback at the northwest corner of the north façade along Sutter Street and slight variation in the detailing of the brick veneer cladding breaks the façade into a roughly 30-foot frontage and 64-foot frontage, more in line with the scale of frontages at historic buildings.

The building will be composed of three stories. It will be 35 feet tall to the roof surface and 39 feet tall to the rooftop parapet. While most of the historic buildings within the subarea are one or two stories tall, the prevalence of parapet walls and taller floor-to-ceiling heights create the appearance of buildings that are taller than two stories. The height of the proposed building meets the 35-foot maximum allowable zoning height for buildings in the Sutter Street Subarea, as well as the 15-foot maximum height allowance for architectural features above the building height. The visual impact of the height of the new building is minimized by setting back the third story volume and using a different exterior cladding that is of a lighter color and material than the heavy brick masonry veneer of the first two floors. This makes the building appear as a two-story building from Sutter Street, even though it is taller. The size of the building is further mitigated by setting it down into the sloping grade of the site, which allows the building to appear as a two-story building at its east façade, facing Scott Street, and as a one-story building at its south façade, facing an adjacent property at 306 Scott Street. In summary, despite the difference between the wide, horizontal massing and slightly taller height of the proposed building from historic buildings in the subarea, the proposed project will be generally compatible in scale and proportion to the overall character of the surrounding historic district and one- to two-story heights of historic buildings in the subarea.

Materials

The proposed building will be clad in a mix of brick veneer and horizontal cement fiber siding. Brick veneer will cover the first and second floors of the north façade and north portions of the east and west facades, while horizontal cement fiber siding that is made to look like wood will be used on the third floor, south façade, and south portions of the east and west facades. Windows will have aluminum sashes painted to match painted wood trim. An awning across the north façade will be supported by a painted steel structure and corrugated metal covering, while a balcony at the west end of the north façade will be supported by a wood structure. The balcony and third-story deck will have iron railings.

Though historic buildings in the Sutter Street Subarea typically display one primary cladding material facing the street, the use of brick veneer and horizontal cement fiber cladding that imitates the appearance of wood reflects the use of brick or wood siding on the majority of commercial and mixed-use buildings in the subarea. Historic residential buildings directly to the north and west of the project site are predominately clad with wood siding, and the use of horizontal cement fiber siding that looks like wood on secondary and rear facades presents a compatible but differentiated solution that softens the transition from the masonry construction of buildings along Sutter Street to the adjacent residential buildings and neighborhood. Although the fenestration, awnings, railings, and balconies display a mixture of contemporary and traditional historic materials, because the overall form, scale, function, placement, and configuration of these features is generally in keeping with those of historic buildings in the subarea, they reflect a compatible but differentiated interpretation of these characteristic features.

The texture of materials in the Sutter Street Subarea is generally rough and varied, consisting of raw and painted brick, wood, granite, and decorative wood embellishments that introduce additional texture to wall surfaces and architectural features. These surfaces are periodically broken up by smooth panes of glass windows. The brick veneer cladding of the proposed new building maintains the rough texture of the Sutter Street Subarea. While the unpainted brick veneer cladding reflects this roughness, the painted steel structural elements, iron balcony railings, and aluminum windows have a smoother texture than their historic counterparts. Overall, however, these smoother textures are limited to a small proportion of the exterior of the building and do not detract from the rich and varied texture that characterizes the Sutter Street Subarea. Rather, this smoothness of these features provides a subtle differentiation between the new building and surrounding historic buildings.

Fenestration

The fenestration of the proposed project is generally compatible with the fenestration of historic buildings in the Sutter Street Subarea, though there are some differences. Historic commercial and mixed-use buildings along Sutter Street typically have ground-floor storefronts with fixed wood or steel frame display windows, glazed wood doors, and transom windows; some have bulkheads or recessed entries. Fenestration on the upper floors of these buildings, as well as all floors of historic residential buildings in the subarea, primarily consist of regularly spaced tall, narrow windows with operable wood sashes and molded wood trim.

Fenestration of the proposed project differs somewhat in material from the fenestration of historic buildings in the Sutter Street Subarea but is generally compatible in overall form, pattern, and scale. The new building will have a system of aluminum windows with painted wood trim. Windows on the first floor of the new building's north façade will be aluminum, but they include many traditional storefront features – such as glazed doors, fixed display windows with bulkheads, and transom windows – thus reflecting a contemporary interpretation of historic commercial storefronts in the subarea. Upper-story windows will also be aluminum and will have operable single-hung sashes that are tall and narrow in form, consistent with the operability, form, and scale of windows in the subarea. As such, although the sash material and detailing of fenestration at the proposed project differ from those of historic buildings, in general, they are compatible with the fenestration that characterizes the Sutter Street Subarea.

Design Features & Architectural Detail

The proposed building offers a contemporary interpretation of the design of historic commercial and mixed-use buildings that were constructed along Sutter Street during the mid- to late nineteenth

century. The brick veneer cladding is ornamented with a dentilled brick cornice that references similar brick cornices on historic buildings in the subarea and other Gold Rush-period towns. The building also has a simple, stepped parapet, similar to the false fronted buildings with street-facing parapet walls that line Sutter Street. Covered awnings that extend over the sidewalk, some of which also act as second-story balconies, are characteristic of the Sutter Street Subarea. The proposed new building features an awning, balcony, and rooftop deck that are similar in function, scale, and design to those of historic buildings, though, as previously discussed, they differ in materials. The curved corner at the intersection of Scott and Sutter streets, meanwhile, introduces a more modern element to the building's design; however, because it is only visible from secondary vantage points, it does not detract from the overall appearance and continuity of Sutter Street's streetscape. The new building has an otherwise minimal design that is reflective of its time. The combination of modern interpretations of historic design features adds visual detail and richness to the design of the proposed new building that enhance its compatibility with the surrounding historic subarea.

Streetscape and Other Features

The proposed building's design is consistent with the historic streetscape elements of the Sutter Street Subarea. The proposed building's footprint is set back a few feet from the sidewalk along Sutter Street to accommodate a lightwell and entries at the north façade, and has no setback from the property line along Scott Street. This is consistent with the typical minimal or zero lot line setbacks of historic commercial and mixed-use buildings from the sidewalk within the Sutter Street Subarea. Characteristic street and sidewalk widths of the district will be retained. Although the project proposes to excavate a portion of the site to construct the building on a level grade, this will be limited to the project site and will not impact the characteristic ascending slope of Sutter Street.

Conclusions Regarding Sutter Street Subarea Compatibility

In summary, the proposed new building at 603 Sutter Street is compatible with the character-defining features of the Sutter Street Subarea, including its flat roof and minimal setback from the sidewalk; ground-floor storefront and tall, narrow upper-story windows; use of brick exterior cladding; and incorporation of characteristic architectural features such as a covered awning, stepped parapet wall, and decorated brick cornice. The building's broad horizontal massing and large scale have been addressed through the use of side and rooftop setbacks and the articulation of the facades into more compatible volumes. Some aspects of the proposed project are not strictly compatible with the characteristics of the historic district, including the rounded corner design at Sutter and Scott streets and the use of contemporary materials and features, such as horizontal cement fiber siding, divided-lite aluminum windows and French doors, corrugated metal roofing, and steel structural supports. These differences generally represent modern interpretations of historic programmatic needs and construction technology that characterize the subarea. Overall, these differences serve to distinguish the building from the historic fabric, per Standard 9 of the *Secretary of the Interior's Standards for Rehabilitation*.

Overall, while a few aspects of compatibility could be improved, these considerations do not appear to represent a significant impact to the surrounding historic district such that the subarea would no longer be able to convey its historic significance. Additionally, the minor elements of incompatibility of the proposed project are tempered by the location of the proposed project, at the subarea's northeast periphery.

Sutter Street Subarea Cumulative Impacts Analysis

Several projects have been completed near the proposed project and within the Sutter Street Subarea over the last few years. On the same block as the proposed project, two new buildings have been recently constructed. In 2011, a height variance was approved to construct a 59-foot-high, three-story, mixed-use building at 602 and 604 Sutter Street. In 2013, a three-story, 8,313-square- foot mixed-use building was approved for construction at 607 Sutter Street, directly across from the proposed project site. Both buildings have been completed.

Since the approval of the Railroad Block 2004 Implementation Plan in January 2006, several projects have been completed at the south end of the Sutter Street Subarea as part of a planned effort to redevelop the area into a mixed-use, civic-oriented development that preserves and enhances the historic railroad buildings and features in the area. Completed projects have included the construction of a multi-story parking garage, public plaza, landscaped amphitheater, restaurant, and two mixed-use buildings at 905 and 916 Sutter Street; renovation of the Southern Pacific Depot and interpretive center; commemorative paving and landscaping; and the creation of new interpretive displays.

Taken together, these projects combined with the proposed project at 603 Sutter Street would not detrimentally affect the integrity of the Sutter Street Subarea. The subarea includes a variety of buildings types and uses. Historic buildings include restaurants, bars, stores, hotels, residences, and other types of buildings dating from roughly 1850 to 1950. Reflecting this long period of development, the subarea broadly displays a variety of styles, size, ornament, and forms. The large-scale new buildings and redevelopment projects in the Railroad Block area reference the railroad-related development that historically characterized the area and preserve surviving historic railroad features, thus allowing the redeveloped area to continue to convey its association with Folsom's railroad history.

Meanwhile, the projects on the 600 block of Sutter Street, including the proposed project at 603 Sutter Street, continue the historic pattern of continuous commercial facades and storefronts along Sutter Street. Although the other recently completed projects on the 600 block are of a larger scale and more contemporary design, and are not entirely compatible with the characteristics of the subarea, the block as a whole has a less cohesive character than the blocks to the south that allows for a greater variety of development. The proposed project is more compatible in scale and design than other recently completed buildings, and reinforces the block's connection to the more cohesive collection of historic commercial and mixed-use buildings that are concentrated on the 700 and 800 blocks of Sutter Street. Due to the peripheral location of the 600 block, the proposed project and other recent projects in the area do not directly impact the core area of the Sutter Street Subarea to the south. The Sutter Street Subarea is a large district that continues to retain the vast majority of its contributing resources. The proposed project at 603 Sutter Street, in combination with other recently completed projects in the area, will not detract from the Sutter Street Subarea's ability to convey its historic significance as the historic commercial center of Folsom. It does not appear, therefore, that the proposed new building and other recent projects would represent a cumulative impact on the Sutter Street Subarea or the setting of identified individual historic resources (the Cohn House and historic library building) pursuant to CEQA.

Conclusion of the Impact Analysis of Known Historic Resources

The proposed project for new construction at 603 Sutter Street has been evaluated for its compatibility with surrounding historic resources, taking into account the Sutter Street Subarea's character-defining features and guidance provided in Standard 9 of the *Secretary of the Interior's Standards for Rehabilitation.*

Based on this analysis, the proposed project at 603 Sutter Street does not represent a project-specific impact, nor does it contribute to a subarea-wide cumulative impact. The project will occur on an undeveloped lot and, thus, will not directly impact a historic resource. Furthermore, the proposed project at 603 Sutter Street does not affect the ability of nearby identified individual historic resources to convey their historic significance. Although some aspects of the proposed project are not strictly compatible with the characteristics of the Sutter Street Subarea, these differences generally represent contemporary interpretations of historic architectural styles and features that characterize the district. Overall, these differences serve to distinguish the building from the historic fabric, thereby meeting the intent of Standard 9 of the *Secretary of the Interior's Standards for Rehabilitation.* Additionally, the moderately incompatible elements of the proposed project are minimized by its peripheral location at the northeast boundary of the Sutter Street Subarea. Lastly, the proposed project at 603 Sutter Street, in combination with other recent and known ongoing construction in the area, does not appear to contribute to a cumulative impact on the Sutter Street Subarea. In sum, the proposed project would likely not have a significant effect on any nearby historic resources and would not require a further analysis of cultural resource impacts under CEQA. This would be a less-than-significant impact, and no mitigation would be necessary.

Questions (a) through (c) Undiscovered Historical or Archaeological resources, human remains: Less-than-significant Impact with Mitigation Incorporated. Results of the records search conducted by the NCIC show one historic district and nine historic-period resources that lie within the 200-foot radius of the project site. According to all available information, the proposed project site is in a highly sensitive area related to the possible discovery of subsurface historic resources. While the project site is considered to be low sensitivity for archaeological resources, project construction could result in the destruction or degradation of unknown cultural, historic, or archaeological resources. Project construction could also result in the destruction or degradation of human remains. This would be a potentially significant impact.

The following mitigation measures would facilitate actions to reduce potential impacts to unknown prehistoric resources, historic resources, and human remains to a less-than-significant level.

Mitigation Measure CUL-1:

> Prior to initiation of construction on the project site, all construction personnel that will work on the proposed project site shall be provided with Cultural Sensitivity Training. The training shall include information regarding cultural resources, their recognition, avoidance, and treatment in the event of fortuitous discovery. Project plans shall also contain a notation requiring that if any archaeological, cultural, historical resources, artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be immediately suspended in that location.

Mitigation Measure CUL-2:

In the event that undiscovered cultural resources are found in the area of direct impact of the proposed project, for example, during foundation and building pad excavation, the responsible field manager shall order discontinuation of all activities on the project site. A qualified archaeologist, the Folsom Historical Society, City staff, and the Heritage Preservation League shall be promptly contacted regarding evaluation of the find. The archaeologist will consult with all interested parties, including Native Americans, and develop a recovery or mitigation plan that shall be implemented by the City of Folsom.

Mitigation Measure CUL-3:

Pursuant to §5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of discovery of human skeletal remains, however fragmentary or disturbed from their original context, the Sacramento County Coroner and the Native American Heritage Commission are to be notified of the discovery immediately. All work in the vicinity of the find is to cease, and there shall be no further excavation or disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner has determined whether the remains are those of a Native American.

If the remains are determined to be those of a Native American, the coroner must contact that California Native American Heritage Commission. CEQA Guidelines (Public Resources Code Section 5097) specify the procedure to be followed in the event of discovery of human remains on non-Federal land. The disposition of Native American burials is within the jurisdiction of the Native American Heritage Commission. Upon request, the NAHC will provide project leaders with a list of Most Likely Descendants, who will specify treatment and disposition of any Native American remains found within the Area of Potential Effects of a project. Human remains and associated grave goods are protected under Section 5097.94 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code.

Mitigation Measure CUL-4:

Implement Tribal Cultural Resources mitigation measures TCR-1 and TCR-2. The Cultural Sensitivity Training/Worker Awareness Training required by mitigation measures CUL-1 and TCR-2 may be combined.

With implementation of the above mitigation measures, no additional effects to cultural resources are expected to occur, and no additional mitigation would be required.

VI. ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

ENVIRONMENTAL SETTING

STATE AND LOCAL ENERGY PLANS

California Long-Term Energy Efficiency Strategic Plan

California's first Long-Term Energy Efficiency Strategic Plan presents a single roadmap to achieve maximum energy savings across all major groups and sectors in California. This comprehensive Plan for 2009 to 2020 is the state's first integrated framework of goals and strategies for saving energy, covering government, utility, and private sector actions, and holds energy efficiency to its role as the highest priority resource in meeting California's energy needs. The Plan includes strategies to investigate energy and green building codes that would apply to the proposed mixed use project.

California Building Efficiency Standards (Title 24, Part 6)

Buildings in California are required to comply with California's Energy Efficiency Standards for Residential and Nonresidential Buildings established by CEC regarding energy conservation standards and found in Title 24, Part 6 of the California Code of Regulations. Energy efficient buildings require less electricity. In the case of the 603 Sutter Street Commercial Building project, the City will require as a condition of approval that 2019 standards be met consistent with General Plan policies.

As discussed more extensively in Section VIII, *Greenhouse Gas Emissions*, below, the City of Folsom has adopted a Greenhouse Reduction Strategy in August 2018 that contains policies to reduce energy use (and thereby greenhouse gas emissions) from new development projects in the City.

ENVIRONMENTAL ANALYSIS

Question (a) Wasteful consumption of energy resources: Less-than-significant Impact. Development of the proposed mixed use project would entail energy consumption that includes both direct and indirect expenditures of energy. Indirect energy would be consumed by the use of construction materials for the project (e.g., energy resource exploration, power generation, mining and refining of raw materials into construction materials used, including placement). Direct energy impacts would result from the total fuel consumed in vehicle propulsion (e.g., construction vehicles, heavy equipment, and other vehicles using the facility). No unusual materials, or those in short supply, are required in the construction of the project.

As stated in the project description, the proposed buildings would be compliant with the Energy Code and Green Building Standards Code adopted by the City. These codes require increasingly strict energy efficiency standards for new development in the City. Further, there are several project details that would result in energy use reductions, including: reduced vehicle miles travelled because the project is located in an area with a variety of land use types in close proximity (mixed use); no onsite parking; and an improved pedestrian network.

While implementation of the project would represent an increase in energy use during construction, over the life of the project, energy would not be consumed in a wasteful or inefficient manner. This would be a less-than-significant impact, and no mitigation would be required.

Question (b) Conflict with state or local energy efficiency plans: Less-than-significant Impact. The proposed project would not result in wasteful or inefficient consumption of energy. Further, the project would be consistent with existing energy efficiency regulations and policies in adopted energy plans directly applicable to the proposed 603 Sutter Street Commercial Building project. Because the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, this would be a less-than-significant impact, and no mitigation would be required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?			**X**	
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		**X**		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	

ENVIRONMENTAL SETTING

Folsom is located within the Great Valley geomorphic province, composed of the San Joaquin and Sacramento Valleys. The province is generally bounded by the Sierra Nevada Mountains to the east, Coast Ranges to the west, Transverse Ranges to the south, and Klamath Mountains to the north. The region has been determined by the California Division of Mines and Geology (CDMG) as generally being underlain on the west with alluvium, lake, playa, and terrace deposits and on the east with Pliocene or Pleistocene sandstone, shale, and gravel deposits.

The soil of the project site consists of Argonaut-Auburn-Urban land complex, 3 to 8 percent slopes. Although the individual components of this soil complex have different characteristics, in general the soil has high shrink-swell potential and a slight hazard of water erosion. The potential for water erosion is increased by excavation during construction and the creation of steep cut slopes. The soil is shallow with bedrock located near the soil surface. (NRCS 1993)

A geotechnical engineering study has been prepared on behalf of the project applicant (Youngdahl 2017). According to this Study, subsurface soil conditions include silty sand overlaying silty sands, underlain by bedrock as shallow as 8 feet below the ground surface. Bedrock underlying the site can be characterized as highly to moderately weathered, and soft to moderately hard.

SEISMICITY

The only "active" fault in the Sacramento area is the Dunnigan Hills fault, located northwest of Woodland. This fault has shown activity in the last 11,000 years but not in the past 200 years. The West Branch of the Bear Mountain fault is located approximately five miles northeast of the Folsom city limits. The CDMG classifies this fault as Late Quaternary, with movement sometime in the last 700,000 years, but not in the last 11,000 years. (California Geological Survey [CGS] 2003).

The eastern edge of Folsom is the location of the inactive Mormon Island Fault, which extends in the city for around two miles before crossing into El Dorado County. The fault zone was evaluated for earthquake activity in 1983 and it was concluded that it has not undergone displacement during the last 65,000 to 70,000 years at minimum.

The United States Geological Survey (USGS)/CGS Probabilistic Seismic Hazards Assessment Model, revised in 2008, places Folsom in the second lowest category for seismic shaking potential out of nine zones.[12] (USGS 2018, CGS 2018) These levels of ground shaking would equate to a maximum VI intensity earthquake on the Mercalli scale, with strong perceived shaking and light potential damage (USGS 2006).

UNSTABLE SOILS

Seismic activity, flooding, heavy rain, and seasonal changes can create instabilities in the ground that can damage built structures such as buildings, roads, and utilities. Liquefaction, landslides, land subsidence, and shrinking or swelling of the soil are the major forms of ground instability that can result.

LIQUEFACTION

Liquefaction occurs when shaking from an earthquake causes loose soil to be saturated with ground water, transforming it from solid ground to a fluid mix. The resulting liquefaction can result in the warping or collapse of built structures that lie on top of affected ground. Likelihood of liquefaction is a factor of soil type, water table level, and intensity and type of shaking. Sacramento County has not yet been mapped by the Seismic Hazards Zonation Program to determine the possibility of liquefaction during a seismic event, but Folsom's soils are generally not prone to liquefaction. (CGS 2017)

LANDSLIDES

Landslides usually occur in locations with steep slopes and unstable soils. As with liquefaction, Sacramento County has not yet been mapped by the Seismic Hazards Zonation Program to determine landslide potential, but Folsom generally lacks steep slopes in its populated areas and there are no known landslide hazards. In 2011, the State Department of Conservation issued a map showing Susceptibility to Deep-Seated Landslides in California. The map takes previously known landslides, average annual rainfall, and earthquake shaking potential, as well as rock strength and slope class into account. The map is at a statewide scale, but it appears that Folsom is mostly rated as having no landslide susceptibility, with a few pockets of low to moderate susceptibility. The eastern portion of the city contains steep slopes; however, no landslides have been recorded in the city or vicinity. (CGS 2011a)

[12] Data from http://www.quake.ca.gov/gmaps/PSHA/psha_interpolator.html. Ground motion values are also modified by the local site soil conditions and each value has a ten percent probability of being exceeded in 50 years.

SUBSIDENCE

Land subsidence is defined by the USGS as "a gradual settling or sudden sinking of the Earth's surface owing to subsurface movement of earth materials…The principal causes are aquifer-system compaction, drainage of organic soils, underground mining, hydrocompaction, natural compaction, sinkholes, and thawing permafrost." Sinkholes are a dramatic example of subsidence. Based on data compiled by the NRCS, no part of Folsom is likely to experience subsidence. (USGS 2017)

SHRINK/SWELL POTENTIAL

Soils that expand by shrinking or swelling can create a hazard, possibly causing structural damage over a long period of time. Expansive soils are largely comprised of clays, which expand in volume when water is absorbed and shrink as the soil dries, stressing building foundations, roads, and other structures. As noted above, the on-site soil has a high shrink-swell potential.

SOIL EROSION

Soil erosion creates a potential hazard for land development, both to on-site structures and waterways and structures downstream of eroding soil. The soil on the project site has a medium susceptibility to erosion.

PALEONTOLOGICAL RESOURCES

Paleontological resources (fossils) are the remains and/or traces of prehistoric life. Fossils are typically preserved in layered sedimentary rocks, and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. The Society of Vertebrate Paleontology has established three categories of sensitivity for paleontological resources: high, low, and undetermined. Areas where fossils have been previously found are considered to have a high sensitivity and a high potential to produce fossils. Areas that are not sedimentary in origin and that have not been known to produce fossils in the past typically are considered to have low sensitivity. Areas that have not had any previous paleontological resource surveys or fossil finds are considered to be of undetermined sensitivity until surveys and mapping are performed to determine their sensitivity. (Society of Vertebrate Paleontology 1995)

REGULATORY SETTING

Two laws have affected how earthquake faults and seismic hazards are evaluated. The Alquist-Priolo Earthquake Fault Zoning Act, passed in 1972, is intended to prevent the construction of buildings meant for human occupation on the surface traces of active faults. The law requires the establishment and mapping of Earthquake Fault Zones around the surface traces, to be used by local agencies in the regulation of development projects. The City of Folsom is not located in an Alquist-Priolo Earthquake Fault Zone.

The Seismic Hazards Mapping Act addresses earthquake hazards not associated with surface ruptures, such as landslides and liquefaction. To support the Act, the CDMG has a program to map liquefaction and landslide potential in various parts of the state (the Seismic Hazards Zonation Program) and provides policies and criteria regarding the responsibilities of cities, counties, and state agencies pursuant to development in designated seismic hazard areas. The Act mandates that prior to approval of development within hazard zones, a geotechnical report on the site must be prepared and evaluated pursuant to these policies and criteria. Sacramento County, including Folsom, has not yet been mapped by the Seismic Hazards Zonation Program.

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code (CBC), which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. Additional requirements are found in the FMC and in the City's Standard Construction Specifications.

GRADING ORDINANCE (FMC CHAPTER 14.29)

Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging. Regulates grading citywide to require revegetation and to control erosion, stormwater drainage, and ground movement.

STANDARD CONSTRUCTION SPECIFICATIONS

Requirements of the City's Design and Procedures Manual and Improvement Standards related to soil erosion during grading include:

- 10.4 Erosion and Sedimentation Control
- 20.3 Landscape, Erosion Control

Requirements of the City's Standard Construction Specifications and Details, General Provisions related to soil erosion include:

- 9.1 Clearing and Grubbing

ENVIRONMENTAL ANALYSIS

Question (a) Direct and indirect seismic hazards: Less-than-significant Impact. The 603 Sutter Street Commercial Building project site is not located within an Alquist-Priolo Special Studies Zone, or a designated regulatory earthquake fault zone. The primary site hazard associated with seismic activity would involve minor ground shaking from more distant faults. The proposed building on the project site would be required by the City of Folsom to conform to the seismic building standards contained in the CBC and enforced by the City.

Soil liquefaction is a phenomenon in which saturated soil loses shear strength and deforms from ground shaking during an earthquake. The geotechnical engineering study prepared for the project indicates that, due to the absence of permanently elevated groundwater, the relatively low seismicity of the area, and the relatively shallow depth to bedrock, the potential for seismically induced damage due to liquefaction or settlement is negligible.

As stated in the geotechnical engineering study, the existing slopes on the project site have adequate vegetation on the slope face, appropriate drainage away from the slope face, and no tension cracks or slumps in the slope face or at the head of the slope. Other indications of slope instability on the project site such as seeps or springs are absent. Due to the absence of permanently elevated groundwater, the relatively low seismicity of the area, and the relatively shallow depth to bedrock, the potential for seisimically induced slope instability for existing slopes is considered negligible.

This would be a less-than-significant impact, and no additional mitigation is required beyond compliance with adopted building and construction standards.

Question (b) Soil erosion: Less-than-significant Impact. The native soil found on the project site is identified as the Argonaut-Auburn-Urban land complex, 3 to 8 percent slopes. Although the individual components of this soil complex have different characteristics, in general the soil complex has a slight hazard of water erosion. The potential for water erosion is increased by excavation during construction and the creation of steep cut slopes. Although the hazard of erosion is slight, grading and construction proposed on the project site could result in erosion and sedimentation during the construction period.

Construction of the proposed project in accordance with the requirements of the CBC would reduce or avoid potential effects from water erosion hazards. Compliance with the City's Grading Ordinance and standard conditions of approval would further minimize impacts related to soil erosion. As a condition of approval, prior to the issuance of a grading or building permit, the City will require the applicant to prepare a soils report, a geotechnical report[13], and a detailed grading plan by a qualified and licensed engineer. The soils and geotechnical report would provide information on soil hazards, including measures necessary to reduce potential soil erosion impacts. As another condition of approval, prior to the initiation of construction activities, the City will be required to prepare an erosion control plan based on the State of California Department of Conservation's "Erosion and Sediment Control Handbook." The erosion control plan would identify protective measures to be taken during excavation, temporary stockpiling, disposal, and revegetation. After review and approval of the erosion control plan, the applicant will be required to implement all identified erosion control measures.

With compliance with existing City standards and requirements, including the preparation and implementation of an erosion control plan, this would be a less-than-significant impact, and no mitigation would be required.

Question (c) Unstable geology and/or soils: Less-than-significant Impact with Mitigation Incorporated. The existing site slopes from its southeast corner to the northwest corner, with elevations ranging from 251 feet MSL at the site's southeast corner adjacent to Scott Street to 234 feet MSL at the northwest corner adjacent to Sutter Street. With implementation of the project, the front 28 feet of the site would be excavated and levelled approximately 12 inches below the finished floor elevations to permit the construction of footings, foundations, and subgrades. The first-floor finished floor elevation would be 229 feet MSL for the trash room and 231 feet MSL for the retail/commercial space. The back 36.5 feet of the second floor would be graded to slightly below a finished floor elevation of 247 feet MSL. Establishment of foundations, subgrade, and the building pad at these first and second floor elevations would require some cutting back into the hillside. (See Figures 10 and 11.)

Grading of the project site to establish the foundations, subgrades, and building pads would require cuts on the project site from up to seven feet in depth at the northeast corner of the building adjacent to Scott Street to three feet at the building's northwest corner adjacent to Sutter Street. As recommended by the geotechnical engineering report, exposed cut slopes would be protected by temporary shoring and soil nails.

[13] As discussed in the preceding paragraphs, a geotechnical engineering report, including a soils study, has already been prepared. Detailed grading plans would be prepared for approval by the City prior to issuance of a grading or building permit.

To permanently maintain the stability of the cut slopes, retaining walls would be constructed along the western site boundary, at the rear of the first floor, adjacent to Sutter Street at the northeast corner of the building, and along the easterly face of the building adjacent to the first floor. Retaining walls would act to prevent collapse or settlement of existing structures both south and west of the site, in addition to protecting the proposed building from the potential failure of surrounding slopes.

Retaining walls would be incorporated into the rear of the first floor of the building. A portion of the rear of the building's second floor would also be used to retain the slope. Excavation and construction activities associated with incorporated retaining walls on the west side and the rear of the building could encroach into the planned building setbacks. However, these areas would be backfilled and leveled at the completion of construction.

Freestanding retaining walls would be constructed along the west edge of the project parcel, near the northeast corner of the project site adjacent to the intersection of Sutter and Scott Streets, along a portion of the Scott Street frontage, and at the rear of the proposed building. An internal retaining wall would be constructed at the rear of the first floor. Retaining walls along the Scott Street frontage, on the west property line, and near the intersection of Sutter and Scott Streets would be separated from the building to provide an outdoor seating area and walkways. The proposed dimensions of the retaining walls are set forth in Table 3 in Section 1 of this Initial Study.

Because of the depth of cut and the proposed height of retaining walls, retaining walls could be subject to a variety of constraints such as lateral pressure and poor drainage that could lead to failure of retained slopes. This would be a significant potential impact. Implementation of Mitigation Measure GEO-1 would ensure that all retaining walls would be designed and constructed to meet site conditions and conform to adopted City standards and requirements.

Mitigation Measure GEO-1:

> Prior to the issuance of a grading permit, a qualified engineering geologist or firm shall revise the Geotechnical Engineering Report dated March 16, 2017 prepared by Youngdahl and Associates to assess the project as currently proposed. The project applicant or any successor in interest shall implement all design and construction measures contained in the revised Geotechnical Engineering Report. To the extent that the design and construction measures set forth in the revised Geotechnical Engineering Report differ from adopted City standards and requirements, the more stringent of the measures or standards and requirements shall be implemented.

Because implementation of Mitigation Measure GEO-1 would require that cut slopes would be adequately protected from collapse during both the construction and operational phases of the project, implementation of the project would not result in landslides lateral spreading, subsidence, liquefaction, or collapse. After mitigation, this would be a less-than-significant impact.

Question (d) Expansive soils: Less-than-significant Impact. The proposed project site is located in an area with known expansive soils. The soil of the project site consists of Argonaut-Auburn-Urban land complex, 3 to 8 percent slopes. In general the soil has high shrink-swell potential. The soil is shallow with bedrock located near the soil surface. However, the materials encountered on the project site during explorations in support of the geotechnical engineering report were generally non-expansive (rock, sand, and non-plastic silt). Additionally, grading of the project site to provide level foundations would remove the majority of soil found there.

The proposed project would employ all project specific construction practices as identified in the geotechnical engineering report and comply with California Building Code requirements for the State of California to avoid or implement engineering methods to address expansive soils. For this reason, the project would not be located on an expansive soil that could create a risk to life or property. This would be a less-than-significant impact and no additional mitigation would be required beyond compliance with adopted standards.

Question (e) Septic systems: No Impact. The proposed project does not include the use of septic tanks or alternative waste water disposal systems. No impacts from or to soil and groundwater from septic systems would occur. There would be no impact, and no mitigation would be required.

Question (f) Paleontological resources: Less-than-significant Impact. According to all available information, because of shallow depth of non-sedimentary bedrock and the past disturbance of the site by the construction of buildings, streets, and utilities, the proposed project site is in an area of low sensitivity related to the possible discovery of paleontological resources. This would be a less-than-significant impact.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Global Warming is a public health and environmental concern around the world. As global concentrations of atmospheric greenhouse gases increase, global temperatures increase, weather extremes increase, and air pollution concentrations increase. Global warming and climate change has been observed to contribute to poor air quality, rising sea levels, melting glaciers, stronger storms, more intense and longer droughts, more frequent heat waves, increases in the number of wildfires and their intensity, and other threats to human health (IPCC 2013). The five warmest years in the 1880–2019 record have all occurred since 2015, while nine of the 10 warmest years have occurred since 2005; the year 2019 was the second warmest year in the 140-year record. The global annual temperature has increased at an average rate of 0.07°C (0.13°F) per decade since 1880 and over twice that rate (+0.18°C / +0.32°F) since 1981 (NOAA 2020). Hotter days facilitate the formation of ozone and increases in smog emissions, leading to increases in adverse public health effects (e.g., premature deaths, hospital admissions, asthma attacks, and respiratory conditions) (EPA 2017a). Because oceans tend to warm and cool more slowly than land areas, continents have warmed the most. If greenhouse gas emissions continue to increase, climate models predict that the average temperature at the Earth's surface is likely to exceed 1.5ºC by the year 2100 relative to the period from 1850 to 1900 (IPCC 2013).

THE GREENHOUSE EFFECT (NATURAL AND ANTHROPOGENIC)

The Earth naturally absorbs and reflects incoming solar radiation and emits longer wavelength terrestrial (thermal) radiation back into space. On average, the absorbed solar radiation is balanced by the outgoing terrestrial radiation emitted to space. A portion of this terrestrial radiation, though, is itself absorbed by gases in the atmosphere. The energy from this absorbed terrestrial radiation warms the Earth's surface and atmosphere, creating what is known as the "natural greenhouse effect." Without the natural heat-trapping properties of atmospheric gases, the average surface temperature of the Earth would be below the freezing point of water (IPCC 2007). Although the Earth's atmosphere consists mainly of oxygen and nitrogen, neither plays a significant role in this greenhouse effect because both are essentially transparent to terrestrial radiation. The greenhouse effect is primarily a function of the concentration of water vapor, carbon dioxide, methane, nitrous oxide, ozone, and other trace gases in the atmosphere that absorb the terrestrial radiation leaving the surface of the Earth (IPCC 2007). Changes in the atmospheric concentrations of these greenhouse gases can alter the balance of energy transfers between the atmosphere, space, land, and the oceans. Radiative forcing is a simple measure for both quantifying and ranking the many different influences on climate change; it provides a limited measure of climate change as it does not attempt to represent the overall climate response (IPCC 2007). Holding everything else constant, increases in greenhouse gas concentrations in the atmosphere will likely contribute to an increase in global average temperature and related climate changes (EPA 2017a).

GREENHOUSE GASES

Naturally occurring greenhouse gases include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, emitted solely by human activities. There are also several gases that, although they do not have a direct radiative forcing effect, do influence the formation and destruction of ozone, which does have such a terrestrial radiation absorbing effect. These gases, referred to here as ozone precursors, include carbon monoxide (CO), oxides of nitrogen (NO_X), and non-methane volatile organic compounds (NMVOC). Aerosols (extremely small particles or liquid droplets emitted directly or produced as a result of atmospheric reactions) can also affect the absorptive characteristics of the atmosphere.

Carbon is stored in nature within the atmosphere, soil organic matter, ocean, marine sediments and sedimentary rocks, terrestrial plants, and fossil fuel deposits. Carbon is constantly changing form on the planet through a number of processes referred to as the carbon cycle, which includes but is not limited to degradation and burning, photosynthesis and respiration, decay, and dissolution. When the carbon cycle transfers more carbon to the atmosphere this can lead to global warming. Over the last 300 years atmospheric levels of carbon have increased by more than 30 percent, of which approximately 65 percent is attributable to fossil fuel combustions and 35 percent is attributed to deforestation and the conversion of natural ecosystems to agricultural use (Pidwirny 2006). Carbon stored in plants and rocks is referred to as being sequestered. Within the United States, forest sequestration of carbon offsets approximately 11 percent of GHG emissions annually (USDA 2019).

REGULATORY SETTING

The U. S. EPA is the federal agency responsible for implementing the CAA. The U.S. Supreme Court ruled on April 2, 2007 that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. However, there are no federal regulations or policies regarding GHG emissions thresholds applicable to the proposed project at the time of this Initial Study.

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

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

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

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

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

FOLSOM GREENHOUSE GAS REDUCTION PLAN

As part of the 2035 General Plan, the City of Folsom prepared an integrated Climate Action Plan (CAP) (approved August 28, 2018). The purpose of the Greenhouse Gas Emissions Reduction Strategy (GHG Strategy) is to identify and reduce current and future community GHG emissions and those associated with the City's municipal operations. The GHG Strategy includes GHG reduction targets to reduce GHG emissions (with a 2005 baseline year) by 15 percent in 2020, 51 percent in 2035, and 80 percent in 2050. The GHG Strategy identifies policies within the City of Folsom General Plan that would decrease the City's emissions of greenhouse gases. There are numerous policies included in the City of Folsom General Plan and GHG Strategy that encourage infill development and promote reductions in vehicle miles traveled (VMT) through mix and density of land uses, walkable neighborhood design, public transportation facilities and infrastructure. Many of these policies apply to the proposed mixed use, infill project, and the proposed project would be considered consistent with the GHG Strategy.

SIGNIFICANCE THRESHOLDS

The SMAQMD adopted recommended greenhouse gas emissions thresholds of significance for new projects (SMAQMD 2020, table updated April 2020), which are used to determine whether the potential greenhouse gas emissions of a proposed project are significant. Since the City of Folsom has a Climate Action Plan in place, the following have been established as the significance thresholds for the project greenhouse gas emissions impacts:

- Construction phase of projects – 1,100 metric tons of CO_2e per year
- Operational phase of land development projects – Demonstrate consistency with the City's Climate Action Plan.

The City of Folsom General Plan includes Policy NCR 3.2.8, which describes criteria and implementation guidance for streamlining projects consistent with the General Plan. The City may review such projects to determine whether the following criteria are met:

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

ENVIRONMENTAL ANALYSIS

Question (a) Generation of GHG Emissions: Less-than-significant Impact. Greenhouse gas emissions would be generated from the proposed mixed-use project during construction and operation. Temporary GHG emissions would occur during construction activities, predominantly from heavy-duty construction equipment exhaust and worker commute trips. Operational GHG emissions would result from energy use associated with heating, cooling, and lighting the office, retail, and restaurant uses; emissions associated with landscaping and maintenance activities; and from mobile sources associated with future visitor and employee vehicle trips. Indirectly, project operations would also result in greenhouse gas emissions from wastewater treatment, water conveyance to the project site, and solid waste disposal.

GHG emissions associated with the proposed project were calculated using the California Emissions Estimator Model (CalEEMod.2013.2.2). CalEEMod provides default parameters based on land use inputs, or allows for the input of project-specific information, if available. Additional information specific to the mixed use project was used to modify the CalEEMod inputs and refine GHG emissions resulting from the project (as included in Table 10 notes and Appendix A).

Implementation of the proposed project would result in the removal of approximately 17 native oak trees and 2 non-native fruit trees. Removal of trees, replanting of trees, and disturbance of soil can affect the amount of CO_2 sequestered on the project site and result in the release stored CO_2. In addition, the gasoline-powered equipment used to remove the trees would generate additional CO_2 emissions through the burning of fossil fuels. The removal of approximately 19 trees would initially (prior to replanting) reduce the rate of carbon sequestration on the project site. While 16 of the oak trees would be replaced by mitigation, planting mitigation oaks contributes negligible CO_2 mitigation because they don't begin to sequester significant carbon for at least 20 years. Because CalEEMod considers the conversion of different vegetation land use types, changes in sequestration from the removal of the individual trees could not be quantified. However, there would be an overall small decrease in sequestration from the project site.

The estimated construction and operation-related GHG emissions are summarized in Table 10 (see Appendix A for CalEEMod Model output).

Table 10 Summary of Estimated Greenhouse Gas Emissions from the 603 Sutter Street Commercial Building Project		
Emissions Source		**Greenhouse Gas Emissions (metric tons CO_2e/year)**
		Unmitigated
Construction-Related Emissions	**2022**	144.65
	2023	43.03
SMAQMD Construction Phase Threshold		**1,100 metric tons CO_2e/year**
Operation (Year 2023)	*Area*	0.00038
	Energy	83.32
	Mobile	182.38
	Waste	15,45
	Water	5.50
Total Operational-Related Emissions		**286.65**
SMAQMD Operational Phase Threshold		**Consistency with CAP**

Notes: CO2e = carbon dioxide equivalent; GHG = greenhouse gas; numbers may not add up exactly due to rounding.

Source: Planning Partners 2021. See Appendix A for modeling results and assumptions used for calculations.

Construction activities associated with the proposed project are estimated to result in a maximum annual emission of 144.65 metric tons of CO_2e per year. Operation of the proposed project is estimated to result in 286.65 metric tons of CO_2e annually (see Table 10). Construction emissions would exceed the SMAQMD threshold of significance of 1,100 metric tons of CO_2e per year. These numbers represent a conservative estimate of GHG emissions, which would be further reduced by project design, and City of Folsom and SMAQMD requirements. For example, all construction projects are required to implement the District's Basic Construction Emission Control Practices, including minimizing idling time of construction equipment and maintaining construction equipment in proper working condition. These measures would reduce construction-related GHG emissions.

Operational-related GHG emissions would be reduced by implementation of the City's Green Building Standards Code, which includes compliance with Title 24 and water conservation strategies, among other GHG emission reducing measures. Additional GHG emission reducing attributes included as part of the project as required by California Green Code include low-flow plumbing fixtures; water efficient irrigation; and recycling during construction. Further, there are several project details that would result in GHG emission reductions, including: reduced vehicle miles travelled because the project is located in an area with a variety of land use types in close proximity (mixed use); no onsite parking; and an improved pedestrian network. These GHG emission-reducing measures were not quantified with CalEEMod because the identified significance threshold is to demonstrate consistency with the CAP. The project is consistent with General Plan Land Use and zoning designation. Further, the following GHG reduction measures would apply to the proposed project:

- Exceeds Title 24: The project will meet or exceed 15 percent beyond 2016 Title 24 energy standards (GHG Reduction Measure E-1).
- Project Location and Density: The project has a mix of uses and exceeds the minimum FAR of 0.75 (GHG Reduction Measure T-1).

- Bicycle Parking: The project will provide 5 percent more bicycle parking spaces than required by the City's Municipal Code (GHG Reduction Measure T-3).
- Reduced Parking Capacity (Non-Residential): The project will reduce total parking spaces by 5 percent (there will be no onsite parking) and will comply with the requirements of Section 17.57.050 (c) of the Municipal Code (GHG Reduction Measure T-5). The project will also include a program to encourage employees to carpool, ride share, or use alternative forms of transportation.
- Electric Vehicle Charging (Non-Residential): Since the project proposes 0 on-site parking spaces, it complies with non-residential requirements for electric vehicle charging (0 spaces required) (GHG Reduction Measure T-8).
- Enhanced Construction Waste Diversion: During construction, the project will divert to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with the California Green Building Standards Code. The project applicant will provide an Enhanced Construction Waste Diversion Plan to the City prior to construction (GHG Reduction Measure SW-1).

In addition to the above measures, since the project is located in a Transit Priority Area (within ½-mile radius of light rail station) and would be consistent with density requirements, the project would be consistent with the GHG Reduction Strategy. Therefore, because construction GHG emissions would not exceed SMAQMD significance thresholds, and the project would be considered to be consistent with the CAP, GHG emissions from the proposed 603 Sutter Street Commercial Building project would not be expected to be significant, and the project would not be expected to make a substantial contribution to the cumulatively significant impact of global warming. A less-than-significant impact would result, and no mitigation would be necessary.

Question (b) Conflict with GHG emissions reduction plans: Less-than-significant Impact. The City of Folsom has adopted the Greenhouse Gas Emissions Reduction Strategy as an integrated part of the 2035 General Plan. The GHG Strategy was developed consistent with the goals of AB 32, SB 32, the Scoping Plan, and Executive Order B-30-15 goals (described in the Regulatory Setting, above). The proposed mixed use project would be considered consistent with the City of Folsom General Plan and GHG Emissions Reduction Strategy, and would not conflict with or obstruct implementation of ARB's Scoping Plan for achieving GHG reductions consistent with AB 32.

Because transportation is the largest sector of greenhouse gas emissions, many reduction strategies focus on reducing travel and making transportation more efficient. Therefore, many of the transportation and land use strategies contained in regional air quality and transportation plans act to reduce greenhouse gas emissions as well. The proposed 603 Sutter Street Commercial Building project is a mixed use, infill project located near transit service that would be consistent with all applicable provisions of the Ozone Attainment Plan, the 2035 Metropolitan Transportation Plan, and the Sacramento Region Preferred Blueprint Scenario adopted by the SMAQMD and the Sacramento Area Council of Governments. This would be a less-than-significant impact, and no mitigation would be necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

ENVIRONMENTAL SETTING

Construction of the proposed project would include the use, storage, transport, and disposal of oil, diesel fuel, paints, solvents, and other hazardous materials. The City of Folsom 2035 General Plan includes goals and policies on the proper handling of hazardous materials, and on emergency preparedness in the event of an accident, in the vicinity of the proposed project. (Folsom 2018)

A database search of various environmental agency lists was conducted for the project site and the surrounding area to identify potential hazardous contamination sites. Based on the database search, the project site is not listed as a hazardous waste site according to the SWRCB Geotracker website database (CA SWRCB 2021). Also, the project site is not listed on the California Department of Toxic Substance Control's (DTSC) Hazardous Waste and Substances Sites List (known as the Cortese List) (CA DTSC 2021), or the U.S. EPA's Superfund National Priorities List (EPA 2021).

There are no schools located within one-quarter mile of the proposed project. The nearest school, Sutter Middle School, is located approximately 0.30 miles southeast of the proposed project (Folsom 2014a, Google Earth 2019). The Airport Land Use Commission for Sacramento, Sutter, Yolo and Yuba Counties has developed the Mather Airport Comprehensive Land Use Plan for Mather Airport in Rancho Cordova. Located approximately 10 miles to the northeast of that facility, the proposed project site is not situated within any flight zones identified in the Plan (SACOG 1997). There are no private airstrips in the vicinity of the proposed project.

The Sacramento County Department of Water Resources has developed a Countywide Local Hazard Mitigation Plan with hazard mitigation planning elements specific to the City of Folsom (Folsom 2016). The City of Folsom Emergency Operations Plan provides evacuation plans for distinct sections of the city, including Area 6 – Historic Folsom (Folsom 2020). Evacuation routes identified for this area include Folsom Boulevard (southbound), Riley Street (northbound), Natoma Street (eastbound), and East Bidwell Street (eastbound).

According to California Fire and Resource Management Program (FRAP), the proposed project site is located within the Moderate to High Fire Hazard Severity Zone within the Local Responsibility Area. The proximity of the vegetation along the rough and steep terrain of the American River Canyon contributes to this designation. The threat of wildfire hazard in the project area has been determined to be moderate (CalFIRE 2021).

The proposed project site is not in an area identified by the California Geological Survey as having soils that are likely to contain naturally occurring asbestos (CGS 2011b). Therefore, no naturally occurring asbestos is expected in on-site soils that could be disturbed during construction.

ENVIRONMENTAL ANALYSIS

Question (a) Routine use, transport, or handling of hazardous materials: Less-than-significant Impact. Construction of the proposed project would include the use, storage, transport, and disposal of oil, diesel fuel, paints, solvents, and other hazardous materials. If spilled, these substances could pose a risk to the environment and to human health. Both federal and state laws include provisions for the safe handling of hazardous substances. According to federal health and safety standards, applicable federal Occupational Safety and Health Administration (OSHA) requirements would be in place to ensure worker safety. Construction activity must also be in compliance with the California Occupational Safety and Health Administration regulations (Occupational Safety and Health Act of 1970). Because the routine transport, use, and disposal of these materials are subject to stringent local, state, and federal regulations, this impact would be considered less than significant, and no mitigation would be required.

Question (b) Upset and accident conditions involving the release of hazardous materials: Less-than-significant Impact. As discussed above, standard construction techniques would be used to construct the proposed project. During construction, oil, diesel fuel, paints, solvents, and other hazardous materials would be used at the site. If spilled, these substances could pose a localized risk to the environment and to human health. However, all construction activities must comply with the California OSHA regulations that would protect construction workers and the environment for potential spills or releases. Compliance with CalOSHA, City of Folsom, and Sacramento County requirements would reduce the risk of hazards related to accident conditions would be reduced to a less-than-significant level. No mitigation would be required.

Question (c) Hazardous emissions or materials near a school: Less-than-significant Impact. Because the nearest school to the project site, Sutter Middle School, is more than 0.25 miles from the project site, implementation of the proposed project would not affect the school. There would be a less-than-significant impact, and no mitigation would be required.

Question (d) Included on list of hazardous materials sites: No Impact. According to queries of the GeoTracker and Envirostor Data Management Systems, the project would not be located on a site identified on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. As a result, implementation of the project would not create a significant hazard to the public or the environment. No impact would result, and no mitigation would be required.

Question (e) Safety hazard or excessive noise near airports: Less-than-significant Impact. The Mather Airport is located approximately 10 miles to the southwest of the project site. There are no existing airports within two miles of the proposed project site. The proposed project site may experience infrequent over-flights from airplanes traveling to or from regional airports; however, the project does not include facilities or processes that create hazards to aircraft. Project facilities, employees, and customers would not be exposed to or contribute to air safety hazards or unhealthful levels of aircraft noise No aspect of the proposed project would result in excessive noise following construction of the proposed multi-use building. This would be a less-than-significant impact, and no mitigation would be required.

Question (f) Impair or interfere with an adopted emergency response/evacuation plan: Less-than-significant Impact. Utility connections associated with the proposed project would be constructed within Sutter and Scott Streets. Evacuation routes identified for this area include Folsom Boulevard (southbound), Riley Street (northbound), Natoma Street (eastbound), and East Bidwell Street (eastbound). These facilities would be unaffected by the proposed project. Construction activities would result in temporary lane closures that could cause delays in traffic and emergency response. However, emergency vehicles would be expedited through the construction zone, and emergency service providers would be informed of the project so they could choose alternate routes as needed. All impacts related to lane closures would cease after project completion. Further, the proposed project would not result in an increased concentration of large numbers of persons in an at-risk location. This would be a less-than-significant impact, and no mitigation would be required.

Question (g) Exposure to risk involving wildland fires: Less-than-significant Impact. For a discussion of this impact and its environmental conclusion, please refer to Environmental Topic XX, *Wildfire*, Questions (a) through (d) in this Initial Study.

X. HYDROLOGY AND WATER RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;			**X**	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			**X**	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**	
(iv) impede or redirect flood flows?			**X**	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

ENVIRONMENTAL SETTING

The project site consists of a rectangular plot of land totaling 0.17 acres (7,400 square feet). The are no permanent water features on the project site. The nearest surface water feature in the project vicinity is the American River (Lake Natoma), approximately 1,000 feet northwest of the site. Street improvements on Sutter Street adjacent to the project include full curb, gutter and sidewalk along the entire project frontage. Frontage improvements along Scott Street are limited to a concrete curb. City storm drains are present in both Sutter and Scott Streets adjacent to the project site.

Because no storm drainage facilities are provided within the project site, stormwater quality treatment controls must be incorporated into the site design, and connected to the existing City storm drainage facilities. The City currently requires that on-site treatment control measures be designed consistent with the Stormwater Quality Design Manual for the Sacramento Region (Sacramento County 2018). If the project is approved, it may be required to comply with the 2018 Stormwater Quality Design Manual, which would require the implementation of certain source control and Low Impact Development (LID) techniques. Once the stormwater treatment controls are installed, all stormwater collected in the public storm drainage system would eventually be discharged to the American River or its tributaries.

The project site and area are not located within a 1 percent (100-year) flood plain or 0.2 percent (500-year) floodplain as identified by the Federal Emergency Management Agency (FEMA). (FEMA 2021)

Within Folsom, major rivers, creeks, streams, flood corridors, riparian habitat, and other land that may accommodate floodwater are identified as locations of groundwater recharge. None of these features are located on the project site or in its vicinity. Although the American River (Lake Natoma) is located approximately 1,000 feet northwest of the site, it would be unaffected as a source of recharge by the project. Because domestic water in this area of the City of Folsom is provided solely from surface water sources, implementation of the proposed project would not involve either withdrawals of groundwater for domestic purposes, or discharges to groundwater.

The Folsom area is served by two purveyors of water. The City of Folsom serves the area within the City limits located east of the American River, including the proposed project site. The San Juan Water District serves the area of Folsom west of the river.

REGULATORY SETTING

The City is a signatory to the Sacramento County-wide NPDES permit for the control of pollutants in urban stormwater. Since 1990, the City has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (BMPs), water quality monitoring, and other activities designed to protect area creeks and rivers (Sacramento Stormwater Quality Partnership 2019). The project would be required to implement all appropriate program requirements.

In addition to these activities, the City maintains the following requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use.

Standard construction conditions required by the City include:

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

Additionally, the City enforces the requirements of the FMC summarized in Table 11.

Table 11	City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development within the City	
Code Section	**Code Name**	**Effect of Code**
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of SWPPPs.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2019 Edition, excluding Appendix Chapters A4, A5 and A6-1, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

Source: Folsom Municipal Code 2021.

ENVIRONMENTAL ANALYSIS

Question (a) Water quality: Less-than-significant Impact. Construction activities associated with project implementation would include grading, excavation, and site leveling. As proposed, post-construction stormwater would be conveyed to an existing storm drain in the Sutter Street sidewalk adjacent to the northwest corner of the proposed building, and to an existing storm drain in Scott Street. (See Figure 9.) At these points, the project would be connected to the City's stormwater drainage system.

The proposed project would be required to comply with various state and local water quality standards (including full capture and treatment of runoff from the trash area), which would ensure the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality. The project site would be subject to NPDES permit conditions, which include the preparation of a SWPPP. As described above, the proposed project would also be subject to all of the City's standard Code and construction requirements (listed in Table 11), including conditions for the discharge of urban pollutants and sediments to the storm-drainage system and restrictions on uses that cause water or erosion hazards. (For stormwater controls necessary during the construction period, see Section VI, *Geology and Soils*, of this Initial Study.)

Further, prior to the issuance of grading and building permits, the applicant will be required to submit a drainage plan that shows how project BMPs capture and treat stormwater runoff during project construction and operations. Compliance with these requirements would ensure that water quality standards and waste discharge requirements are not violated, and water quality is protected. Therefore, impacts would be less than significant, and no mitigation would be necessary.

Question (b) Groundwater supply: Less-than-significant Impact. Implementation of the proposed project would not result in the use of groundwater, and no groundwater wells would be drilled as part of the proposed project. Domestic water in this area of Folsom is provided solely from surface water sources obtained from Folsom Reservoir. While the proposed project would result in the addition of new impervious surfaces to the project site that could affect recharge, the proposed project area is not identified as important to groundwater recharge by the City. Because the proposed project would not rely on groundwater for domestic water or irrigation purposes, and the site is not an important area of groundwater recharge, the proposed project would not decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant, and no mitigation would be necessary.

Questions (c.i) through (c.iv) Alter Existing Drainage Patterns or Runoff: **Less-than-significant Impact.** Implementation of the proposed project would have the potential to generate stormwater and contaminated runoff from developed areas of the project site. The 0.17-acre project site to be developed consists of a previously disturbed vacant lot. Developed community stormwater conveyance facilities are located in both Sutter and Scott Streets. Because the site is currently undeveloped, the construction of the proposed project would result in the addition of new impervious surfaces to the project site. No stormwater quality facilities currently are proposed. (For stormwater controls necessary after the placement of fill on the offsite parcel, see Section VI, *Geology and Soils*, of this Initial Study.)

While the majority of the developed project site would be covered with impervious surfaces, the remaining areas would be landscaped. On-site drainage improvements include drainage collection pipes within the interior and along the margins of the property.

The project site is within the existing urban area of the City served by urban stormwater facilities, and construction on the site would be subject to NPDES permit conditions, which would include the preparation of a SWPPP. As described above, the proposed project would also be subject to all of the City's standard Code and construction requirements (listed in Table 11), including requirements for the treatment of discharges of urban pollutants and sediments to the storm-drainage system, and restrictions on uses that cause water or erosion hazards.

The implementation of these requirements would ensure that no adverse effects due to stormwater generation or contamination would take place. Additionally, the proposed project drainage pattern would be designed to avoid impacts to adjoining properties, and all drainage would be conveyed into existing storm drain facilities and on-site drainage improvements to ensure that no increase in downstream flood hazards would occur. For these reasons, impacts to water quality, drainage patterns, and stormwater runoff would result in a less-than-significant impact. No mitigation measures would be required.

Question (d) Flood hazard, tsunami, or seiche zones: No Impact. The project site and area are not located within a 1 percent (100-year) flood plain or 0.2 percent (500-year) floodplain as identified by FEMA. The nearest source of flood flows is the American River (Lake Natoma) located approximately 1,000 feet northwest of the project site. The normal pool elevation of Lake Natoma is 126 feet; the lowest elevation on the project site is 234 feet, or 108 feet higher than Lake Natoma. Because of this difference in elevation, there would be no exposure of the site to flood flows on the American River.

The City of Folsom is located approximately 95 miles from the Pacific Ocean, at elevations ranging from approximately 140 feet to 828 feet above MSL. Elevations at the proposed project site range from 251 feet above mean sea level to 234 feet. Because of this, there would be no possibility of inundation by tsunami.

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

Therefore, there would be no substantial risk to the site from inundation by flood flows, seiche, or tsunami that could release pollutants. This would be a less-than-significant impact, and no mitigation would be necessary.

Question (e) Conflict with water quality or sustainable groundwater management plans: Less-than-significant Impact. The project would discharge stormwater from the site to the City's existing stormwater management network. As noted in the response to Question (a), the project would be required to comply with local, state, and federal standards and regulations regarding water quality, including compliance with the requirements of the Sacramento Stormwater Quality Partnership's Stormwater Quality Design Manual and the County-wide NPDES permit for urban stormwater discharge.

As noted in the response to Question (b), the project would not use groundwater or result in the construction of a groundwater well. The project site is not identified as a recharge area, and all stormwater generated at the site would be compliant with adopted rules and regulations that would maintain groundwater quality.

For these reasons, the project would not conflict with any plans or regulations to maintain water quality or manage ground water resources. This would be a less-than-significant impact, and no mitigation would be necessary.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?			**X**	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		**X**		

The project site is located on the southwest corner of the intersection of Sutter Street and Scott Street in the City of Folsom (see Figures 1, 2, and 3). The project site consists of an undeveloped rectangular plot of land measuring 0.17 acres (7,400 square feet).

The site is an infill parcel surrounded by developed land uses, located at a transition point between commercial uses and residential uses. Commercial uses predominate in the project vicinity on Sutter Street (west of Scott Street), while residential uses prevail on Scott Street and Sutter Street east of Scott Street, with a residence located immediately to the south of the project site. Table 1 in Section 1 of this Initial Study details the surrounding land uses, and corresponding General Plan and zoning designations. Figures 12, 13, 15, and 16 illustrate the transitional nature of the project's setting.

REGULATORY SETTING

The project site is located within the incorporated city limits of Folsom, in Sacramento County. Land use in the project area is regulated by the City of Folsom General Plan, the Folsom Municipal Code (FMC), including the Zoning Code, and the Historic District Design and Development Guidelines.

The project site to be developed with the proposed mixed-use project is designated for Historic Folsom Mixed Use (HF) land uses by the City of Folsom 2035 General Plan (City of Folsom 2018). As defined by the General Plan, the HF designation "provides for a mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center." The development intensity for areas designated as HF is set forth in the General Plan is 20-30 dwelling units per acre for residential uses and a FAR of 0.5 to 2.0 for non-residential uses.[14]

The 603 Sutter Street Commercial Building project site is also within a Sacramento Area Council of Governments (SACOG) Transit Priority Area (TPA) as designated by the Folsom General Plan. Transit-oriented development (TOD) within TPAs is development that combines street patterns, parking management strategies, and building density to take advantage of nearby transit service. Typically, TOD works best with high-frequency transit lines such as light rail and frequent bus service. Folsom is served by Regional Transit's Gold Line light rail that connects Historic Folsom to the Sacramento Valley Station in downtown Sacramento. At the west end of Sutter Street, the

[14] Standards of building intensity for nonresidential uses, such as mixed-use, commercial, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. A FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000- square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area.

Historic Folsom Station serves a high-frequency light rail transit line. The 603 Sutter Street Commercial Building project site is located within one-half mile of this station.

The City of Folsom Zoning Code applies a Historic District (HD) designation to the site and general area of the proposed mixed-use project. This zoning district corresponds with the General Plan designation. The purposes of the HD zone are:

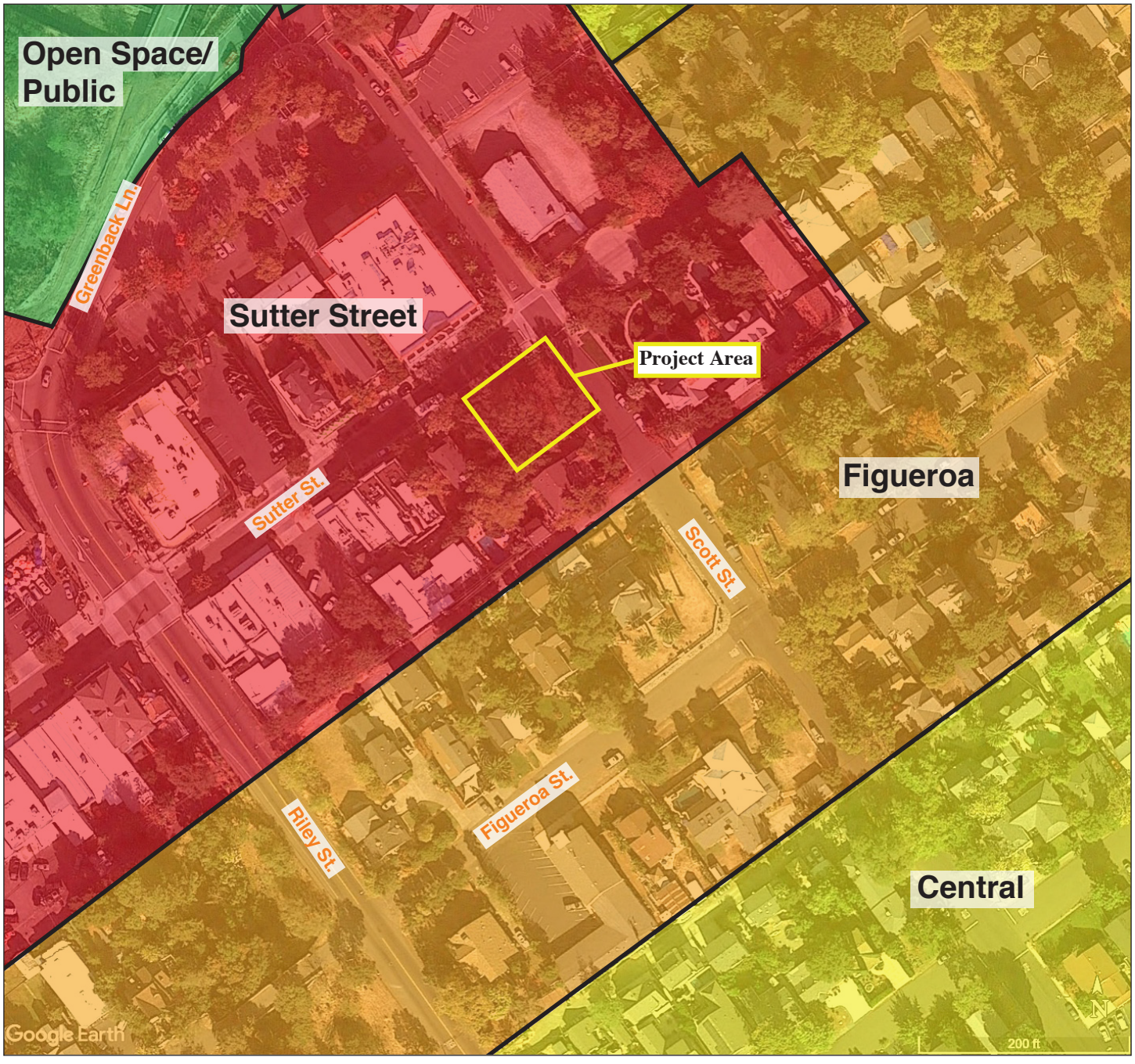
1. To preserve and enhance the historic, small-town atmosphere of the historic district as it developed between the years 1850 and 1950;
2. To maintain, restore, and reconstruct historic structures and sites within the historic district;
3. To encourage an active business climate which promotes the development of a diverse range of businesses compatible with the historic district as it developed between the years 1850 and 1950;
4. To retain the residential areas within the historic district;
5. To ensure that new residential and commercial development is consistent with the historical character of the historic district as it developed between the years 1850 and 1950;
6. To increase the awareness, understanding, and appreciation of the history of the city; and
7. To preserve and enhance open space areas.

The Zoning Code additionally identifies subareas of the Historic District zoning category. As shown in Figure 19, the project site and its surrounding area are located within the Sutter Street subarea. Permitted commercial uses within the Sutter Street subarea include, with some limitations: retail, service, public/quasi-public, and office uses as permitted in the City's central business district (C-2) zone. Zoning regulations for the Sutter Street subarea designation also include a Design Concept for the subarea, height and setback standards, sign regulations, and parking standards.

In addition to the General Plan land use chapter and the City's Zoning Code, the City, State, federal, and regional agencies have adopted regulations and standards that act to protect environmental resources. These measures regulate all of the environmental topics assessed in this Initial Study with the exception of Agriculture and Forestry Resources, and Population and Housing. For each topic, the applicable policies, regulations, and requirements of all relevant agencies are set forth in the Regulatory Setting or in the body of the Environmental Setting. For a summary of which agency is responsible for regulating a particular resource, please consult Table 12 below.

ENVIRONMENTAL ANALYSIS

Question (a) Physically divide an established community: Less-than-significant Impact. The proposed project would involve the construction of a mixed-use commercial/office building on a vacant, infill parcel within the Historic District of the City of Folsom. The project vicinity consists of both residential and commercial uses, and the project site is within a zone of transition between the two types of uses. Commercial uses predominate the project vicinity on Sutter Street (west of Scott Street), while residential uses prevail on Scott Street and Sutter Street east of Scott Street, with a residence located immediately to the south of the project site. The Cohn House is located east of Scott Street adjacent to the project site. Figures 12, 13, 15, and 16 illustrate the transitional nature of the project's setting. Implementation of the proposed project would not represent an encroachment into a residential area or divide an existing community. Rather, the project would represent the continuation of commercial and office uses on Sutter Street up to, but not within, adjacent residential areas. Siting of the project at this location would be consistent with City plans and policies encouraging infill development as set forth in the City's General Plan (Policy LU 2.1.1), Zoning Code, and Historic District Design Guidelines (Policy 6.2). This would be a less-than-significant impact, and no mitigation would be required.



603 Sutter Street Project

SOURCE: City of Folsom, 2019; Planning Partners, 2021

Figure 19

Folsom Historic District Subareas in the Project Vicinity

Question (b) Conflict with land use plans or policies: Less-than-significant Impact with Mitigation. As noted previously, the proposed project would involve the construction of a mixed-use commercial/office building on a vacant, infill parcel within the Historic District of the City of Folsom. Implementation of the project would not affect land uses on adjacent parcels, nor would it conflict with established General Plan and zoning land use designations.

As proposed, the project would be inconsistent with the parking requirements of Section 17.52.510 of the Folsom Municipal Code. Due to this inconsistency, the project applicant has applied for a variance from these requirements[15]. Approval of the requested variance by the City's Historic District Commission would result in project compliance with FMC standards. However, the project's inconsistency with parking standards per se does not result in an environmental effect as defined by the CEQA statute and guidelines. Accordingly, no environmental conclusions are made with respect to the project's compliance or non-compliance with these requirements. Therefore, the parking requirements of the FMC are not considered further in this analysis. However, consistency with the requirements of the Folsom Municipal Code and the Historic District Design and Development Guidelines will be considered by the Historic District Commission in its decision on approval or disapproval of the proposed project.

The City, State, federal, and regional agencies have adopted regulations and standards that act to protect environmental resources. Environmentally-protective measures for applicable agencies are set forth for each environmental topic assessed in this Initial Study, with the exception of Agriculture and Forestry Resources, and Population and Housing for which there are no relevant standards. For Agriculture and Forestry, this is because there are no resources of this type located in the City.

Table 12 summarizes the consistency of the proposed project with identified environmentally protective policies and regulations of all relevant agencies. As set forth in each topical assessment in this Initial Study, the project would be consistent with the protective measures of all agencies, or consistent with implementation of the identified mitigation measures. These measures for biological resources, cultural resources, geology, noise, transportation, and tribal cultural resources include: BIO-1, BIO-2, CUL-1, CUL-2, CUL-3, CUL-4, GEO-1, NOI-1, NOI-2, NOI-3, TR-1, TCR-1, and TCR-2.

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[15] As defined in the FMC (Section 17.62), a variance is a vehicle used to permit a deviation from the requirements of a zoning district where a strict application of the Zoning Code to a particular property would prevent the property owner from enjoying the same development rights as those allowed for a similarly situated property without any exceptional or extraordinary circumstances or conditions. Thus, a property owner who successfully obtains a variance would be entitled to the same land use opportunities and requirements that would apply generally to all similarly zoned parcels. Importantly, a variance, if properly administered, would not permit a successful property owner to exceed intensity or other standards beyond those allowed in the underlying zoning designation. Rather than offering a boon to an affected property owner, the intent of a variance is to level the playing field.

That said, the requirements of FMC Section 17.62.020 impose several strict requirements to obtain a variance, including the presence of exceptional or extraordinary circumstances that are not generally found on other similarly zoned parcels. Approved in accordance with the required findings set forth in Section 17.62, issuance of a variance would result in the compliance of a project with the intent of the Zoning Code; issuance of a variance would not automatically result in a project being classified as being inconsistent with the Code. As the 603 Sutter Street project is otherwise consistent with the Zoning Code, the City's environmental review of the 603 Sutter Street project complies with Public Resources Code section 21083.3(a), which allows for the focused review "[i]f a parcel has been zoned to accommodate a particular density of development … and an environmental impact report was certified for that zoning" and the project is consistent with that zoning.

Table 12	Consistency of the Proposed Project with Environmentally Protective Policies, Regulations, and Requirements				
Section	**Environmental Topic**	**City**	**Regional**	**State**	**Federal**
I	Aesthetics	√	√	√	√
II	Agriculture & Forestry Resources	n/a	n/a	n/a	n/a
III	Air Quality	n/a	√	√	√
IV	Biological Resources	√-M	n/a	√-M	√-M
V	Cultural Resources	√-M	n/a	√-M	√-M
VI	Energy	√	n/a	√	n/a
VII	Geology and Soils	√-M	n/a	√	n/a
VIII	Greenhouse Gas Emissions	√	√	√	n/a
IX	Hazards and Hazardous Materials	√	√	√	√
X	Hydrology and Water Resources	√	n/a	√	√
XI	Land Use and Planning*	√-M	√-M	√-M	√-M
XII	Mineral Resources	√	n/a	√	n/a
XIII	Noise	√-M	n/a	n/a	n/a
XIV	Population and Housing	n/a	n/a	n/a	n/a
XV	Public Services	√	n/a	n/a	n/a
XVI	Recreation	√	n/a	√	n/a
XVII	Transportation	√-M	√	n/a	n/a
XVIII	Tribal Cultural Resources	√-M	n/a	√-M	n/a
XIX	Utilities and Service Systems	√	√	√	n/a
XX	Wildfire	√	n/a	√	n/a

Note: *Because building height and parking requirements are not environmental topics within the purview of CEQA, the evaluation of land use and planning consistency does not consider these regulations.

Key √ = Consistent with policy, regulation, or requirement

√-M = Consistent with policy, regulation, or requirement with mitigation identified in this Initial Study

n/a = None Applicable – No applicable policies, regulations, or requirements

Source: Planning Partners 2021.

As indicated in Table 12, with implementation of the mitigation identified in this Initial Study, the project would be consistent with all identified environmentally protective policies. This would be a less-than-significant impact, and no additional mitigation would be necessary.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

The presence of mineral resources within the City of Folsom has led to a long history of gold extraction, primarily placer gold. The State of California, under the Surface Mining and Reclamation Act (SMARA), can designate certain areas as having mineral deposits of regional significance. According to the Sacramento County General Plan Background Report, the project site is located in an area classified as containing Significant Mineral Deposits by the California State Geologist (Sacramento County 2012). However, urbanized areas and public parks are typically excluded from this determination, effectively removing almost all of the City north of Highway 50, including the project site, from consideration for mineral resources. (City of Folsom 2014b). According to the City's General Plan, no areas of the City are currently designated for mineral resource extraction (City of Folsom 2018).

ENVIRONMENTAL ANALYSIS

Questions (a) and (b) Loss of mineral resources of value and/or delineated on land use plans: No Impact. The 603 Sutter Street Commercial Building project site is not located in an area designated for known or suspected mineral or aggregate resources. The area surrounding the project has been fully developed or is zoned for residential or commercial uses. No area of the City of Folsom is designated in the General Plan or zoned as a locally-important mineral resource recovery site, and no mining operations are present on or near the site. Although the proposed project would preclude mineral resource extraction, the City of Folsom has planned the area of the project for urban land uses, and mineral extraction has been deemed to be inappropriate. Therefore, implementation of the project would not alter the availability of known mineral resources, or result in the loss of availability of a locally-important mineral resource recovery site. There would be no impacts, and no mitigation would be necessary.

XIII. NOISE	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**		
b) Generation of excessive ground-borne vibration or ground-borne noise levels?		**X**		
c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				**X**

A Noise and Vibration Assessment Report for the 603 Sutter Street project was completed by Bollard Acoustical Consultants, Inc. in April 2021 (see Appendix D.) The study identifies a wide range of potential effects related to noise and vibration, and this section of the Initial Study summarizes those effects.

NOISE AND VIBRATION FUNDAMENTALS

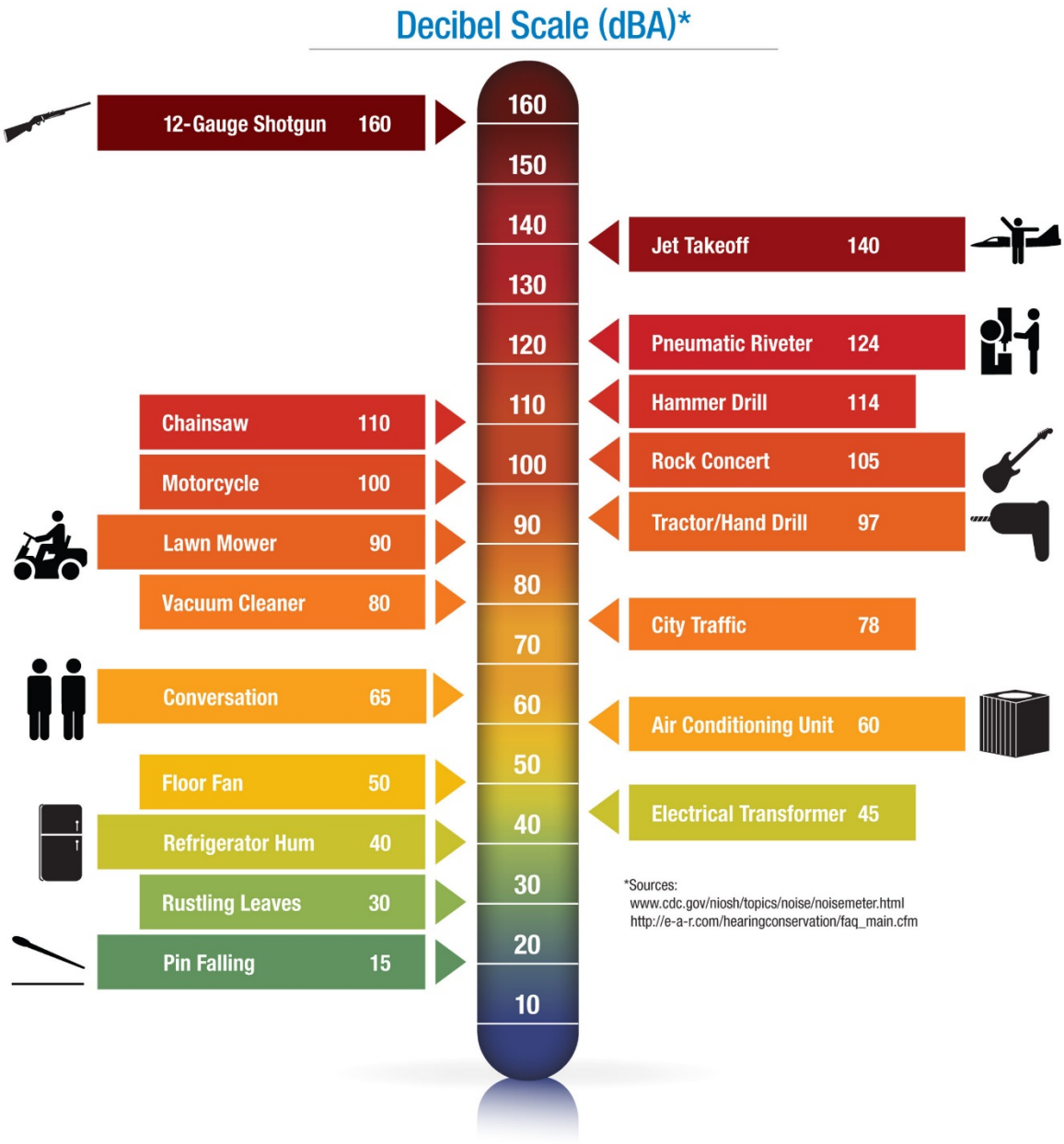
NOISE

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology used in this Initial Study are provided in Appendix A of the Noise Study.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 20.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level, frequency content, ambient noise conditions, and whether the noise source is steady-state or time-varying. Within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels described in this report are A-weighted levels.

Figure 20
Noise Levels Associated with Common Noise Sources



Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent sound level (L_{eq}). The Hourly L_{eq} (equivalent sound level over a 60 minute period) is the foundation of the Day/Night Average Level (L_{dn}) and shows very good correlation with community response to noise. The L_{dn} is based on the average sound level over a 24-hour day, with +10 decibel weightings (penalties) applied to sounds during nighttime hours (10 p.m. - 7 a.m.). The nighttime penalties are based on the fact that those periods are more noise-sensitive than daytime hours.

Noise standards presented in terms of L_{dn} are used in the City of Folsom to evaluate the noise generation of transportation noise sources (e.g., traffic, railroad, and aircraft noise). For non-transportation noise sources, such as those associated with the proposed project, the City's General Plan noise standards are expressed in terms of hourly average noise levels (L_{eq}) and instantaneous maximum noise levels (L_{max}).

VIBRATION

Vibration is like similar to noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission of pressure waves through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source, among other factors.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to express vibration levels in terms of velocity either in inches-per-second (ips) or root-mean-square (RMS), as VdB. Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. Vibration amplitudes decrease with increasing distance and can be felt well below levels that produce damage to structures.

REGULATORY SETTING

CRITERIA FOR ACCEPTABLE NOISE AND VIBRATION EXPOSURE

Federal

The City of Folsom does not have a specific policy for assessing noise impacts associated with increases in ambient noise levels resulting from project-generated sources. However, the criteria shown in Table 13 was developed by the Federal Interagency Commission on Noise (FICON) as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years in California Environmental Quality Act (CEQA) documents that have been certified in California cities and counties.

The use of the FICON standards is considered to be conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB to be significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment.

Table 13 Significance of Changes in Cumulative Noise Exposure	
Ambient Noise Level Without Project (L_{dn} or CNEL)	**Change in Ambient Noise Level Due to Project**
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON), 1992.

Based on the FICON research, as shown in Table 13, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB. Where pre-project ambient conditions are between 60 and 65 dB, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB, a 1.5 dB increase is considered by FICON as the threshold of significance.

State of California

California Environmental Quality Act

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the CEQA Guidelines is used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following were to occur:

A. Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

B. Generation of excessive groundborne vibration or groundborne noise levels?

C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered unacceptable according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in ambient noise levels before noise impacts are identified, not simply an audible change.

City of Folsom General Plan - Transportation Noise Sources

The City of Folsom General Plan Noise Element establishes an exterior noise level standard of 60 dB L_{dn} at outdoor activity areas of residential land uses exposed to transportation noise sources (i.e., traffic). The intent of this standard is to provide an acceptable exterior noise environment for outdoor activities. In addition, the City of Folsom utilizes an interior noise level standard of 45 dB L_{dn} or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

City of Folsom General Plan – Non-Transportation Noise Sources

The Noise Element of the City of Folsom General Plan and the Folsom Municipal Code (FMC) establish acceptable noise level criteria for non-transportation noise sources (e.g., parks, schools, commercial activities). Table 14 (Table SN-2 of the General Plan) provides the City's noise level performance criteria which are applicable to non-transportation noise sources. The Table 14 standards are provided in terms of hourly levels, and include adjustments for the time of day the noise occurs, the duration of intrusive sound, and the characteristics of the noise (impulsive, tonal, speech or music, etc.).

Table 14 Noise Level Standards from Stationary Sources

Noise Level Descriptor	Exterior Noise Level Standard (dB)	
	Daytime (7 am – 10 pm)	Nighttime (10 pm – 7 am)
Hourly Leq, dB	55	45
Maximum Level, dB	70	65

Source: Table SN-2 of the Folsom 2035 General Plan Safety and Noise Element.

City of Folsom General Plan – Vibration

Policy SN 6.1.8 of the Folsom General Plan pertains to vibration. That policy states that construction projects and new development anticipated to generate a significant amount of vibration are required to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration (FTA) criteria as shown in Table SN-3 of the Safety element. The Table SN-3 vibration standard for residences exposed to frequent vibration events is 72 VdB.

Table 7-5 of the Federal Transit Administration's publication, *Transit Noise and Vibration Impact Assessment Manual*, contains criteria for assessing damage to structures from vibration (FTA 2018). That table is reproduced below as Table 15.

Table 15 FTA Vibration Damage Criteria

Building/Structural Category	Approximate L_V*
Reinforced-concrete, steel or timber (no plaster)	102
Engineered concrete and masonry (no plaster)	98
Non-engineered timber and masonry buildings	94
Buildings extremely susceptible to vibration damage	90

Note: * RMS velocity in decibels, VdB re I micro-in/sec

Source: Federal Transit Administration, 2018.

City of Folsom Municipal Code

Chapter 8.42 of the FMC pertains to noise control. The Noise Ordinance is incorporated into this report by reference. The exterior noise level standards are provided in Table 8.43.040 of the FMC. The standards are expressed in terms of maximum noise levels and L_n metrics, with the "n" representing the percentage of the hour in which the noise source in question is present. Essentially, the FMC allows higher noise levels provided those levels are present for shorter durations of an hour.

The maximum noise level standards of the FMC are identical to those contained in the General Plan Safety Element, with both utilizing daytime and nighttime maximum noise level thresholds of 70 and 65 dB L_{max}, respectively. The median (L_{50}) noise metric contained in the FMC represents the noise level that shall not be exceeded if the sound is present for 30 or more minutes per hour. For typical urban settings such as the project site, median levels tend to be slightly lower than average noise levels. So, despite the fact that the Safety Element L_{eq} standard is 5 dB higher than the FMC median standard, the two are essentially equivalent in many cases. As a result, this analysis focuses on assessing compliance with the City's General Plan Safety Element standards provided in Table 14 with respect to ongoing operational noise generated by the project.

Section 8.42.060 C of the Noise Ordinance exempts construction noise from the provisions of the Code, provided such activities do not take place before 7:00 a.m. or after 6:00 p.m. on any day except Monday through Friday, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.

Section 8.42.060 G exempts noise sources associated with the collection of waste or garbage from property devoted to commercial and industrial uses.

City of Folsom Standard Construction Specifications

As discussed in the Project Description in Section 1 of this Initial Study, the City has established Standard Construction Specifications as published in January 2017 (Folsom 2017). The standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City. Standards regarding the noise environment are summarized below.

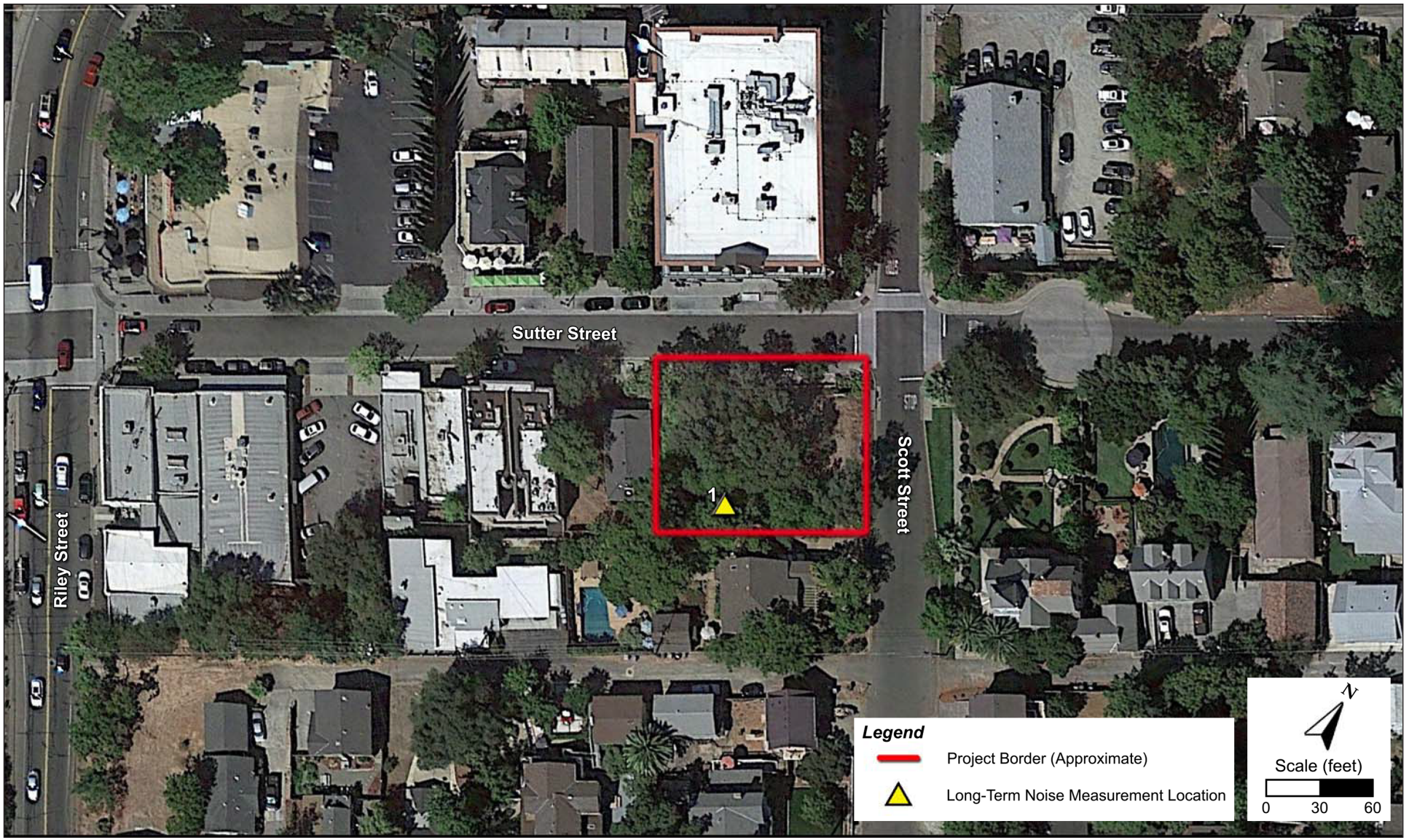
- *Noise Control* – requires that all construction work comply with the Folsom Noise Ordinance, and that all construction vehicles be equipped with a muffler to control sound levels.
- *Weekend, Holiday, and Night Work* – Prohibits construction work during evening hours, or on Sunday or holidays to reduce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

ENVIRONMENTAL SETTING

The proposed project is located at 603 Sutter Street, on the southwest corner of the intersection of Sutter Street and Scott Street in the City of Folsom. Surrounding land uses to the project include Sutter Street to the north with a three-story mixed use building directly across the Street. To the east is a commercial zoned lot with two residential structures (Cohn Mansion). The south side of the property backs up to a residence on Scott Street that is commercially zoned and sits directly across from the Cohn Mansion. To the west is the original historic library building. (See Figures 2 and 21.)

EXISTING AMBIENT NOISE ENVIRONMENT

The noise environment in the vicinity of the project site consists primarily of Sutter Street and Scott Street traffic noise and, to a lesser extent, Riley Street traffic noise. Lesser sources of noise in the project area include those arising from typical urban activities, including those associated with nearby commercial uses. There are no industrial noise sources located in the vicinity of the proposed project, and there are no airports located within two miles of project site. Persons and activities potentially sensitive to noise in the project vicinity include residents of homes to the south of the project site.



SOURCE: Bollard Acoustical Consultants, 2021

603 Sutter Street Project

Figure 21

Long Term Noise Measurement Location

To quantify background noise levels at the project site and nearest residential receivers, consultant staff conducted long-term (96-hour) ambient noise level measurements at one location at the site from February 5 to February 8, 2021. The noise measurement location is shown in Figure 21. Technical details regarding equipment used, detailed noise level measurement results, and findings are set forth in Appendix D of this Initial Study.

Table 16 Summary of Ambient Noise Monitoring Results – February 5-8, 2021, 603 Sutter Street Commercial Development – Folsom, CA

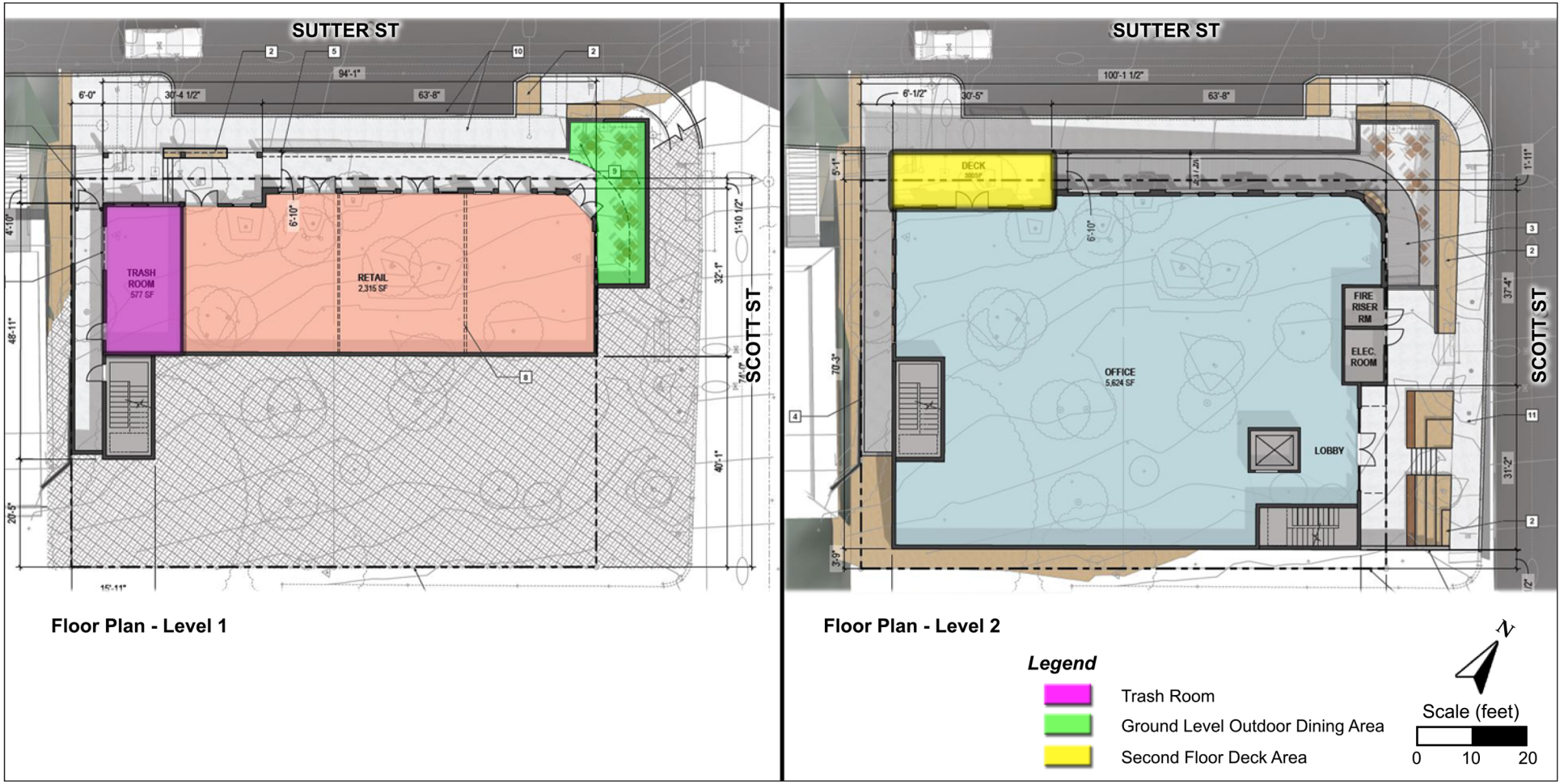
Date[1]	Measured Noise Levels (dB)						
	Daytime			Nighttime			
	Leq	L50	Lmax	Leq	L50	Lmax	Ldn
2/5/21	54	52	71	47	45	61	56
2/6/21	54	51	73	47	44	62	56
2/7/21	50	48	66	45	42	61	53
2/8/21	52	50	70	46	43	58	54

Note:
[1] Noise level measurement location is depicted in Figure 21.
Source: Bollard Acoustical Consultants, Inc. 2021.

The Table 16 data indicate that existing ambient noise conditions in the immediate vicinity of the nearest residence to the south are in the range of the City's exterior noise level standards shown in Table 2, and below the City's 60 dB L_{dn} exterior noise standard for residential uses. As a result, provided the noise generation of ongoing project operations does not exceed the Table 14 standards at nearby sensitive land uses, the project would not result in a substantial increase in ambient noise levels in the immediate project vicinity.

PROPOSED PROJECT

The project applicant plans to develop a three-story mixed-use building (retail/restaurant/office) totaling 12,183 square feet of useable area on an undeveloped site. An outdoor dining patio with a capacity of 20+ persons would be located on the proposed building's first floor, adjacent to the Sutter Street/Scott Street intersection. The building would feature a deck on the northwest corner of floor 2 fronting on Sutter Street. A third floor balcony would be anchored to the northwest corner of the building. Walkways from this balcony would wrap around the Sutter Street and a portion of the Scott Street elevations of the building. There would be no roof deck. The project location is shown on Figure 21. The project floor plans of areas that could be sources of noise are presented in Figures 22 and 23.

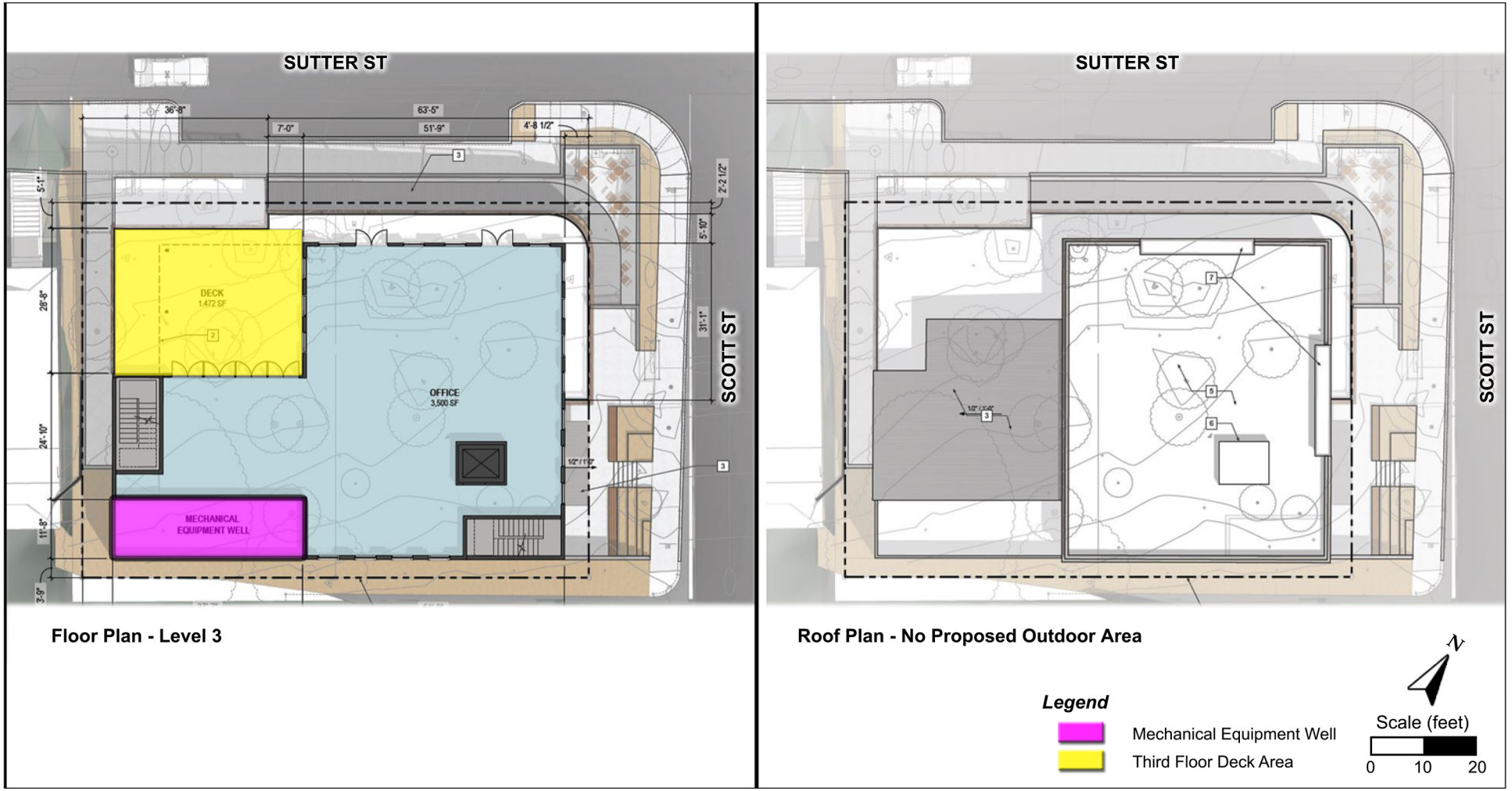


SOURCE: Bollard Acoustical Consultants, 2021

603 Sutter Street Project

Figure 22

Site Plan Levels 1 & 2 Showing Potential Noise Sources



SOURCE: Bollard Acoustical Consultants, 2021

603 Sutter Street Project

Figure 23

Site Plan Level 3 & Roof Showing Potential Noise Sources

ENVIRONMENTAL ANALYSIS

Potential noise impacts of the 603 Sutter Street Commercial Building project can be categorized as those resulting from construction and those from operational activities. Construction noise would have a short-term effect; operational noise would continue throughout the lifetime of the project.

Question (a) Substantial Temporary Increase in Noise Levels from Construction: Less-than-significant Impact with Mitigation.

CONSTRUCTION NOISE

As noted above, the City's Noise Ordinance (8.42.060.C) states that 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, shall be exempt from the provisions of the Noise Ordinance.

Noise generated during construction would vary, depending on the construction phase and the type and amount of equipment used at the construction site. Noise would be generated by trucks delivering and recovering materials at the site, grading and paving equipment, saws, hammers, the radios and voices of workers, and other typical provisions necessary to construct a medium-sized commercial project. Construction activities that would generate noise include site grading, excavation, placement of fill, hauling and deliveries, foundation work, and to a lesser extent framing, and exterior and interior finishing. The highest noise levels would be generated during grading and leveling of the site, with lower noise levels occurring during building construction and finishing.

The noise generation of various construction activities is provided in Table 17. Not all of the equipment listed in Table 17 would be required for this project construction, but Table 17 generally illustrates that maximum noise levels ranging from 70 to 90 dBA can be expected at a distance of 50 feet from the operating equipment.

Table 17 Typical Construction Equipment Noise

Equipment Description	Maximum Noise Level at 50 feet, dBA
Auger drill rig	85
Backhoe	80
Bar bender	80
Boring jack power unit	80
Chain saw	85
Compactor (ground)	80
Compressor (air)	80
Concrete batch plant	83
Concrete mixer truck	85
Concrete pump truck	82
Concrete saw	90
Crane (mobile or stationary)	85
Dozer	85
Dump truck	84
Excavator	85

Table 17 Typical Construction Equipment Noise	
Equipment Description	**Maximum Noise Level at 50 feet, dBA**
Flatbed truck	84
Front end loader	80
Generator (25 kilovoltamperes [kVA] or less)	70
Generator (more than 25 kVA)	82
Grader	85
Hydra break ram	90
Jackhammer	85
Mounted impact hammer (hoe ram)	90
Paver	85
Pickup truck	55
Pneumatic tools	85
Pumps	77
Rock drill	85
Scraper	85
Soil mix drill rig	80
Tractor	84
Vacuum street sweeper	80
Vibratory concrete mixer	80
Welder/Torch	73
Source: Federal Highway Administration, 2006.	

Although construction activities would be temporary in nature, project construction could result in short-term increases in ambient noise levels at the nearest residences, primarily during site clearing and grading, which could result in annoyance. Due to the required construction hours, impacts related to sleep disturbance are not anticipated. In addition, exposure of persons in the project vicinity to levels of construction noise which could cause damage to hearing is also not expected. Although the construction noise generation of this project would be generally comparable to other commercial construction projects, due to the potential for annoyance during the construction period, this impact would be considered to be significant**.** Construction related noise impacts are typically only occasionally intrusive, and cease once construction is complete. Nevertheless, this impact would be significant.

Mitigation Measure NOI-1:

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

1. Construction Hours/Scheduling: The following are required to limit construction activities to the portion of the day when occupancy of the adjacent sensitive receptors is at the lowest:
    a. Construction activities for all phases of construction, including servicing of construction equipment, shall only be permitted during the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. to 5:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and on all holidays.

b. Delivery of materials or equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified above.

2. Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
3. Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited.
4. Equipment Location: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from adjacent homes.
5. Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors.
6. Quiet Equipment Selection: Select quiet equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order.
7. At least 5 days prior to the initiation of grubbing or other ground disturbing construction operations, the project applicant, or any successor in interest, or the general contractor in charge shall provide a notice of the initiation of construction to all parcels located within 250 feet of the project site. Such notice shall contain an outline of construction activities, their duration, and contact information for a person designated to respond to noise complaints.

The construction noise generation of this project would be generally comparable to other commercial construction projects within the City of Folsom. Implementation of the foregoing measures would further reduce the potential for construction noise to cause annoyance to nearby neighbors or workers. Following mitigation, this would be a less than significant impact.

Question (a) Substantial Permanent Increase in Noise Levels from Increased Traffic Operations: Less-than-significant Impact.

According to the Traffic Impact Analysis (TIA) prepared for the project by Kimley Horn, the project would generate approximately 38 trips occurring during the peak hour. Existing (2019) peak hour traffic volumes on Sutter and Scott Street are reported in the TIA to be 345 and 105 vehicles, respectively. the project-related increases in traffic noise levels along Sutter and Scott Streets would be 0.5 dB L_{eq} and 1.3 dB L_{eq}, respectively, assuming that all the project peak hour traffic would exclusively use both roads. (For noise calculation metrics, please refer to Appendix D.)

With respect to daily (not peak hour), traffic noise level increases due to the project, the TIA forecasts that the project would generate approximately 418 daily trips. Existing traffic volumes on these roadways are estimated by the City of Folsom to be approximately 2,100-4,500 average daily trips (ADT) on Sutter Street and 1,400 – 2,800 ADT on Scott Street. Based on a conservative assumption that existing traffic volumes are at the lower end of the ranges cited above, the predicted project-related increases in traffic noise levels along Sutter and Scott Streets would be 0.8 dB and 1.1 dB L_{dn}, respectively, assuming all the project daily traffic were to utilize both roads.

The project-related traffic noise level increases cited above, which are based on conservative assumptions, would likely be imperceptible at the nearest residences to the project site and would be well below the significance criteria cited in Table 13. As a result, this impact would be considered to be less than significant, and no mitigation would be necessary.

Question (a) Substantial Permanent Increase in Noise Levels from Outdoor Decks and Dining: Less-than-significant Impact.

As indicated on Figures 22 and 23, the project proposes three distinct exterior areas where people could congregate. One location is the ground floor (level 1) outdoor dining area shown on Figure 22. The second is a small deck area on level 2, also shown on Figure 22. The third location is a larger deck area associated with the proposed office space on level 3, as shown on Figure 23. No outdoor use space is proposed on the roof of the building.

There will be no outdoor speakers installed in any of these areas, and no live or recorded music will be performed or played at any of the outdoor spaces. As a result, the only noise source associated with these outdoor spaces would be people conversing. A typical person speaking in a normal voice generates an average noise level of approximately 57 dBA at a reference distance of 3 feet. Conservatively assuming 20 persons were speaking simultaneously within each outdoor space, a reference sound level of 70 dBA L_{eq} and 75 dBA L_{max} would be generated at the 3 foot reference distance.

The distance from the proposed outdoor spaces to the nearest existing residences vary. In addition, shielding provided by intervening structures between the proposed outdoor spaces of the project and the nearest residences similarly varies, with the 2nd and 3rd level decks being completely shielded from view of the residences to the south and east.

The proposed ground level dining area is located approximately 100 feet from the closest residential receptor to the southeast. At that distance, and assuming no shielding by intervening structures whatsoever, the predicted average and maximum noise levels would be 40 dB L_{eq} and 45 dB L_{max}, respectively. Due to the considerable shielding of the 2nd and 3rd level decks from the nearest residences, noise generated during outdoor conversations at those locations would be considerably lower. The predicted sound originating from the outdoor spaces of the project would be well below the Table 14 noise standards of the City of Folsom General Plan, and well below measured existing ambient noise levels at the nearest residences. For these reasons, this impact would be considered to be less than significant, and no mitigation would be necessary.

Question (a) Substantial Permanent Increase in Noise Levels from Mechanical Equipment: Less-than-significant Impact.

As indicated on Figure 23, the mechanical equipment associated with heating, ventilating, and air conditioning, as well as any mechanical equipment associated with a future restaurant use on the project site, would be located within an enclosed mechanical equipment well which would contain the noise. As a result, project mechanical equipment noise is not predicted to exceed the applicable City of Folsom noise standards or substantially exceed existing ambient noise levels in the immediate project vicinity. As a result, this impact would be considered to be less than significant, and no mitigation would be necessary.

Question (a) Substantial Permanent Increase in Noise Levels from Garbage Collection: Less-than-significant Impact.

As indicated on Figure 22, the trash room is located on the ground level at the northwestern corner of the proposed building. The proposed trash collection area and proposed roll-up door is shielded from view of the nearest residences in the project area by the proposed project building and other existing structures in the project vicinity.

Solid waste and organic waste removal services would be provided by the City of Folsom (solid waste) and a private hauler (organic waste). Organic waste would be placed in a separate bin from that used for solid waste. Depending upon the volume of waste generated by the restaurant, commercial, and office uses, trash and organic waste pickup could occur several times per week. During waste removal, noise would be generated by vehicle engines, collection operations, and backup alarms. Each collection event would last 15 minutes or less. Collection times could vary throughout the day, but would tend to occur most often during morning hours.

As a matter of public health, safety, and convenience, the City has exempted garbage collection generated by commercial uses from meeting Noise Ordinance standards. While early morning collection (typically used to prevent conflicts between large garbage collection vehicles and other activities) may introduce a source of noise that is irritating to some, the City has determined that it is within the public interest to collect garbage regularly and at times that inconvenience the smallest group of residents possible. Thus, for purposes of CEQA, the City has exempted garbage collection and noise generated by such activities.

As noted above, Section 8.42.060 G of the Noise Ordinance exempts noise sources associated with the collection of waste or garbage from property devoted to commercial or industrial uses. As set forth in the Project Description of this Initial Study, the project site is zoned for commercial uses (as are the adjoining residences), and the proposed 603 Sutter Street Commercial Building project would house commercial activities, including a restaurant and offices. Thus, waste and garbage pickup would be exempt from Noise Ordinance requirements. In addition, due to the substantial shielding of the garbage collection area from the nearest residences, excessive noise levels during regular garbage collection operations are not anticipated. In light of the exemption and project design which would substantially reduce noise levels at the nearest residences, this impact would be considered to be less than significant, and no mitigation would be necessary.

Question (b) Noise Levels and Groundborne Vibration during Blasting or Ripping: Less-than-significant Impact with Mitigation. (For an evaluation of sources of construction noise other than blasting, see Question (a) above.)

As an undeveloped project site located within an existing commercial and residential area, there are no existing sources of vibration or groundborne noise on the project site or in the project vicinity. During project construction, heavy equipment would be used for excavation, grading, and building construction, which would generate localized vibration in the immediate vicinity of the construction. Because of the shallow depth to bedrock across much of the site, the leveling of the building pad would require ripping by heavy equipment, but the need for blasting is uncertain.

The geotechnical study prepared for the project listed blasting as one of the methods that could be needed to extract ground rock from the site prior to leveling and foundation development. However, because of the small size of the site, the adjacency of residences and historic structures (which may be unstable), nearby public utilities, and the lack of a regulatory program to manage blasting within the City, impacts related to blasting at the site would be considered potentially significant.

The range of vibration source levels for construction equipment commonly used in similar projects (not including blasting) are shown in Table 18. The vibration levels depicted in Table 18 are representative of measurements at a distance of 25 feet from the equipment source, which represents the approximate distances to the nearest existing structures to the project site.

Table 18 Vibration Source Levels for Construction Equipment

Equipment	Approximate RMS L_V[1] at 25 feet
Large bulldozer	87
Loaded trucks	86
Jackhammer	79
Small bulldozer	58

Notes:
[1] RMS velocity in decibels (VdB) re 1 micro-inch/second
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

As indicated in Table 15, a vibration level of 90 VdB is required before the onset of damage would occur to buildings which are extremely susceptible to vibration damage. Because vibration levels generated by the type of construction equipment which will be required for this project are not anticipated to exceed 90 VdB at the nearest structures, no damage to nearby buildings is anticipated to result from project vibration.

Although vibration levels generated by the project are not anticipated to exceed thresholds for damage to structures, due to the historic significance of the nearby structure to the west and the potential for discernible vibration levels within residences during certain site grading activities, this impact would be considered to be significant. Implementation of the following measures would be necessary to reduce the potential adverse effects of vibration to a less-than-significant level.

Mitigation Measure NOI-2:

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

1. Prior to the removal of any bedrock, the project applicant, any successor in interest, or the project contractor shall prepare a bedrock removal plan for review and approval by the City.
2. No removal activity shall occur prior to City approval. The bedrock removal plan shall be prepared by a licensed geologist, engineer, or equivalent accredited professional, and will include at least the following components:
   - The location, volume, and type of bedrock to be removed
   - Removal procedures to be used, both primarily and as options if necessary
   - The expected duration of removal activities
   - Type of equipment to be used
   - Any types of chemical or other materials to be used, including any storage and safety requirements
   - Requirements for personal safety and the protection of private and public property
   - A program to notify all parcels within 250 feet of the project site prior to the initiation of bedrock removal.

Mitigation Measure NOI-3:

No blasting shall be permitted on the site.

Implementation of the foregoing measures would reduce the potential impacts of vibration caused by bedrock removal or blasting on nearby structures to a less-than-significant level.

Question (c) Airport Noise: No Impact. Since the project site is not located in an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project area, those working within or patronizing the proposed project would not be exposed to adverse levels of noise due to aircraft overflights. Therefore, no impact related to airport or airstrip noise would occur, and no mitigation would be necessary.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

Question (a) Induce unplanned population growth: Less-than-significant Impact. The proposed project would develop a three-story mixed-use building, including restaurant, retail and office space, on an undeveloped site in the Historic District of the City of Folsom. Implementation of the project would create short-term employment opportunities. While construction employment would be created during the project construction phase, the necessary employees could be expected to be provided by the local labor pool, without the importation of significant amounts of new labor given that there were 61,100 unemployed workers within Sacramento County in December 2020 (EDD 2021).

The population of the City of Folsom on January 1, 2020 was estimated to be 81,610 (CADOF 2019). The proposed project would not result in an increase in the City's population, nor would it provide any housing units. It would not exceed population projections or result in any direct growth inducing effects. There would be no change in zoning or General Plan land use designations that would lead to indirect growth inducement. New utility services being brought onto the site will serve only the proposed project. Therefore, the proposed project would not result in substantial direct or indirect growth inducement, and a less-than-significant impact would occur.

Question (b) Displace substantial numbers of people or housing: No Impact. Because the proposed project site is undeveloped, there would be no displacement of substantial numbers of existing people or housing units. No construction of new or replacement housing units would be required on the project site or elsewhere. There would be no impact, and no mitigation would be required.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of any of the public services:				
a) Fire protection?				**X**
b) Police protection?				**X**
c) Schools?				**X**
d) Parks?				**X**
e) Other facilities?				**X**

Public services provided to the project site and vicinity include police, fire, school, park, and library services. The closest fire station is Folsom Fire Station #35 at 535 Glenn St., less than one mile from the project site. The nearest police station is located less than one mile from the project site at 46 Natoma Street. (Folsom 2021)

The Folsom Cordova School District (FCUSD) boundaries include the cities of Folsom and Rancho Cordova. The FCUSD operates kindergarten through senior high schools, 16 of which serve the residents of Folsom (FCUSD 2021). Folsom Lake Community College offers college level courses, and features the Harris Center, a regional arts center (Folsom 2021).

The Folsom Parks & Recreation Department provides and maintains a full range of recreational activities and park facilities for the community, including parks and trails; aquatic center; zoo sanctuary; and senior, art, and community centers. (Folsom 2021)

The Folsom Public Library provides resources to the community in a variety of formats, including print, media, and electronic. The Folsom Public Library also participates in cooperative regional services and resource-sharing, and provides free Wi-Fi access and online databases for research and learning. (Folsom 2021)

ENVIRONMENTAL ANALYSIS

Questions (a) through (e) New or physically altered governmental public service facilities: No Impact. Because the project consists of a three-story mixed-use building, implementation of the project would not directly affect the provision or demand for any public services. Additionally, since the proposed project does not include any housing units, there would be no increase in population or the need for public services that would require the provision of new or physically altered governmental facilities. There would be no impact and no mitigation would be required.

XVI. RECREATION	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated?				**X**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				**X**

The State of California manages two parks in the City of Folsom: Folsom Powerhouse State Historic Park and Folsom Lake State Recreation Area (CA Dept. of Parks and Recreation 2021; Sacramento County 2021a). The City of Folsom Parks and Recreation Department manages 48 developed parks, more than 50 miles of paved trails for walkers, joggers, and cyclists, a zoo, an aquatics center, and a sports complex (City of Folsom 2021). The nearest public recreation area is Folsom Powerhouse State Historic Park and the Folsom Lake State Recreation Area's Lake Natoma area, located less than one-quarter mile to the northwest of the project site.

ENVIRONMENTAL ANALYSIS

Questions (a) and (b) Increase park use, construct or expand recreational facilities: No Impact. Because the project consists of the development of a three-story mixed-use (restaurant, retail and office) building, implementation of the project would not directly affect the provision or demand for any recreation. Additionally, the proposed project does not directly involve construction of housing or facilities that could increase the demand for neighborhood or regional parks, or other recreational facilities. Development of the proposed project would not involve the creation of new recreation facilities, or adversely affect existing facilities. Thus, no significant adverse impacts to recreation would occur with implementation of the proposed 603 Sutter Street Commercial Building project, and no mitigation would be required.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b) Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?		**X**		

A Traffic Impact Study, *Historic Sutter Mixed-Use Building, 603 Sutter Street, Folsom, California*, was completed for the project by Kimley Horn & Associates in July 2019 (see Appendix E)[16]. The study identifies a wide range of potential effects to transportation facilities, and this section of the Initial Study summarizes those portions of the Traffic Impact Study that are within the purview of CEQA. State environmental policy and direction have limited the required analyses of transportation issues to be evaluated in CEQA documents. However, local agencies such as the City of Folsom have the flexibility to include additional evaluations of transportation facilities within traffic impact studies beyond those required by CEQA. For the proposed 603 Sutter Street Commercial Building project, additional issues outside of CEQA such as parking demand and supply, and queueing at intersections are evaluated in the Traffic Impact Study, but are not reported in this Initial Study. For these additional issues, no environmental impacts are determined, and no CEQA mitigation measures are identified. To the extent that the evaluations of parking and queueing identify violations of City standards or requirements, the City will identify conditions of approval that would act to remedy such violations. These conditions would be imposed outside of the CEQA process. Consistency with the requirements of the Folsom Municipal Code and the Historic District Design and Development Guidelines regarding these issues will be considered by the Historic District Commission in its decision on approval or disapproval of the proposed project. For a summary of actions taken by the City to address parking demand and supply within the Historic District since preparation of the Traffic Impact Study in 2019, see Appendix E. Additional information regarding parking and vehicle queueing is also available in Appendix E.

ENVIRONMENTAL SETTING

The proposed project is the development of a mixed-use building on the southwest corner of the intersection of Scott Street and Sutter Street in Folsom's Historic District. The building would include office, retail, and restaurant uses; the analysis is based on square footages as follows: 10,300 square feet (sf) of office space, 2,500 sf of retail space, and 2,500 sf of restaurant space.

[16] Because the project assessed in this Initial Study is smaller than the project assessed in the 2019 Traffic Impact Study (12,183 square feet [*current proposal*] vs. 15,300 square feet [*assumed project for traffic study*], the proposed project is within the envelope of traffic impacts previously assessed, all identified traffic impacts identified for the proposed project would be of a smaller magnitude than those determined by the 2019 traffic study, and no modification of the existing study is required.

Roadways in the project area include:

Riley Street, a north-south arterial roadway that runs through the center of the City of Folsom Historic District, and crosses Lake Natoma along the Rainbow Bridge. Riley Street is two-lanes through the study area to the westbound approach at the intersection of Greenback Lane and Folsom-Auburn Road.

Sutter Street, an east-west local roadway that provides access to the Folsom Historic District between Folsom Boulevard and east of Riley Street. Sutter Street provides two-way traffic without a painted centerline, and allows on-street parking.

Scott Street is a north-south local roadway that provides access to the eastern edge of the Folsom Historic District between Greenback Lane/Riley Street to Persifer Street. Scott Street provides two-way traffic without a painted centerline.

The City of Folsom offers bus transit service through the Historic District via Route 10, which provides service northbound along Riley Street, Natoma Street, Folsom Boulevard, Leidesdorff Street, and Riley Street/Greenback Lane. Southbound service is provided along Folsom Boulevard, Leidesdorff Street, and Riley Street. Bus stops are provided near the Riley Street intersection with Natoma Street, in the vicinity of the project. (Kimley-Horn 2019)

Sacramento Regional Transit (SacRT) provides light rail service to downtown Sacramento on the Gold Line. The project site is located within one-half mile of the Historic Folsom light rail station situated at the westerly end of Sutter Street. (SacRT 2019)

The only heavy rail facility in Folsom is the historic Sacramento-Placerville transportation corridor that runs generally southwest from the Historic District of Folsom Boulevard toward downtown Sacramento. The City of Folsom maintains the portion of the corridor that lies within City limits, and is a member of the Joint Powers Authority that administers the corridor. The rail line is currently out of service but not abandoned. (Folsom 2014c)

Pedestrian access to the project site is provided by sidewalks along the Sutter Street west of the site and Scott Street directly east of the project. No sidewalk is currently provided along the project frontage on Scott Street. No sidewalks exist on Sutter Street east of the project or on Scott Street south of the project site.

The City of Folsom has an extensive system of Class I and Class II bikeways and trails. The 2007 Bikeway Master Plan indicates approximately 35 miles of existing Class I off-street bikeways/trails, with an additional 21 miles planned. There are approximately 67 miles of existing on-street Class II bike lanes, with an additional 17 miles planned. (Folsom 2014c)

The City of Folsom Emergency Operations Plan provides evacuation plans for distinct sections of the city, including Area 6 – Historic Folsom (Folsom 2020). Evacuation routes identified for this area include Folsom Boulevard (southbound), Riley Street (northbound), Natoma Street (eastbound), and East Bidwell Street (eastbound).

REGULATORY SETTING

Roadways in the project vicinity are programmed by the City of Folsom 2035 General Plan and the Folsom Municipal Code (Folsom 2018). Appendix E, *Historic District Circulation Plan*, of the Historic District Design and Development Guidelines provides further guidance on circulation issues specific to the Historic District (Folsom 1998). Roadways throughout the City are maintained by the City of Folsom to adequately handle traffic generated by urban uses within the City of Folsom.

The following regulations of the City of Folsom govern various aspects of the transportation system.

Folsom 2035 General Plan

Policy M 1.1.3: Accessibility. Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.

Policy M 2.1.1: Pedestrian Master Plan. Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.

Policy M 2.1.4: Sidewalk Network. Strive to fill gaps in the city's existing sidewalk network.

Policy M 2.1.5: Bikeway Master Plan. Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.

Policy M 3.1.1: Access to Public Transit. Strive to ensure that all residents have access to safe and convenient public transit options.

Policy M 4.1.3: Level of Service. Strive to achieve at least traffic Level of Service "D" throughout the city. Level of Service "E" conditions can be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays. Level of Service "E" may also be accepted during peak commute periods at major intersections within one-quarter mile of a freeway interchange or river crossing.

Policy M 4.2.1: Parking. Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation.

Policy M 4.2.2: Reduce Minimum Parking Standards. Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction.

Policy M 5.1.2: Off-Peak Deliveries. Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas.

Historic District Design Guidelines

Goal 4. Circulation - To facilitate movement of vehicles, transit systems, pedestrians, and bicycles through the historic district in such a way as to provide adequate access for local and

through traffic without excessive traffic impacts on the character of the Historic district area and to facilitate adequate parking.

Policy 4.4 - Pedestrian and bicycle circulation shall be encouraged through construction and improvement of pathways and safety features. Such paths shall connect to existing and future routes to serve both tourists and commute needs.

Policy 4.6 - Adequate public parking shall be provided in proximity to commercial uses, including provision for tour buses. Such parking shall be designed and constructed to blend with historic structure or shall be screened.

The **pedestrian circulation plan** illustrated in Section 3.02.04.c.3 of the Design Guidelines indicates that Sutter Street west of Scott Street is considered to be a "major" sidewalk route.

Pedestrian Master Plan

The City of Folsom has an extensive network of sidewalks and off-street trails that benefit walkers, joggers, and cyclists. The City updated its Pedestrian Master Plan in 2014. The Plan includes goals/objectives, design considerations/principles and recommended project priorities. The Master Plan does not show any needed improvements adjacent to the project site, although alley pedestrian improvements are shown between Scott Street and Bridge Street to the south of the project. (Folsom 2014d)

Bikeway Master Plan

The City of Folsom maintains an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. The City of Folsom adopted its current Bikeway Master Plan in 2007 as amended through 2011. The Plan includes goals/objectives, a needs analysis, the recommended bikeway system, recommended improvements and an implementation strategy. Bicycle facilities are not currently provided along Sutter Street or Scott Street. There are Class II facilities along Leidesdorff Street and Natoma Street, and Class I bike paths with connections to the American River Trail and Lake Natoma Trail networks. (Folsom 2007)

ENVIRONMENTAL ANALYSIS

Project area intersections included in the Traffic Impact Study are:

- Riley Street/Greenback Lane at Folsom-Auburn Road
- Riley Street at Scott Street
- Riley Street at Leidesdorff Street
- Riley Street at Sutter Street
- Sutter Street at Scott Street.

The Traffic Impact Study consisted of the following sequential steps:

1. Determine the existing operating characteristics for the identified intersections, as well as projected operations in the year 2035
2. Determine the amount of traffic generated by the proposed project
3. Assign the new traffic to streets and intersections within the circulation system

4. Determine whether the addition of new traffic would adversely affect traffic operations at the identified intersections for both existing traffic and year 2035 traffic conditions.

This study protocol was completed for all five intersections during both time periods. The major findings of the analysis include the following:

1. Currently (2019), all identified intersections operate adequately except for the Riley Street/Greenback Lane at Folsom-Auburn Road.
2. The addition of project traffic to 2019 traffic volumes would cause minor decreases in intersection operations at all intersections studied, but would not cause any intersection operations to fail.
3. In 2035, the Riley Street/Greenback Lane at Folsom-Auburn Road intersection would continue to operate inadequately; three of the five identified intersections would see decreased traffic operations but they would meet the City's operational goals as set forth in Policy M 4.1.3 of the General Plan; and, the Sutter Street/Scott Street intersection would continue to operate adequately.
4. The addition of project traffic to 2035 traffic volumes would cause minor decreases in intersection operations at all intersections studied, but would not cause any intersection operations to fail.

For a discussion of the technical aspects of the Traffic Impact Study and data supporting its conclusions, please refer to Appendix E. This Appendix also contains a study of parking demand and supply in the project area, and the effects of project implementation on queueing at intersections.

Question (a) Conflict with local circulation plans: Less-than-significant Impact. As noted above, implementation of the proposed project would increase traffic volumes on adjacent streets and at nearby intersections. However, while increases in traffic would decrease operations at studied intersections, all intersections would continue to meet General Plan and City operational goals and policies. With respect to transit and bicycle facilities, none are located within or adjacent to the project site, and the project would have no effect on such facilities or conflict with adopted City goals and policies for such facilities. Implementation of the project would result in the reconstruction of sidewalks along Sutter Street, and the new construction of a sidewalk on Scott Street. The improvement or addition of pedestrian facilities would implement General Plan, Historic District Design Guidelines, and Pedestrian Master Plan policies regarding the provision and improvement of pedestrian facilities within the Historic District. Because project implementation would not conflict with any adopted City policies with respect to transit, roadway, bicycle, or pedestrian circulation, this would be a less-than-significant impact and no mitigation would be necessary.

Question (b) Conflict with CEQA Guidelines regarding analysis of transportation impacts: Less-than-significant Impact. Section 15064.3, subdivision (b) of the CEQA Guidelines describes criteria for analyzing transportation impacts. According to Section 15064.3(b)(1), land use projects that…are located within one-half mile of an existing major transit stop … should be presumed to cause a less-than-significant transportation impact. The proposed project is located within one-half mile of the Historic District light rail station located at the west end of Sutter Street. This light rail station is considered to be a major transit stop. Additionally, because the project does not provide

for on-site vehicle parking, it would act to encourage alternative modes of travel (such as by transit, walking, or biking), thereby decreasing vehicle miles travelled from those that might be expected from a similar use that did provide vehicle parking. For these reasons, this impact would be less than significant, and no mitigation would be required.

Question (c) Increase hazards due to geometric design feature: Less-than-significant Impact. As noted above, the project would not result in any modification to Sutter or Scott Streets except for the reconstruction of existing sidewalks and the construction of new sidewalks along the Scott Street property frontage. Following the completion of construction, the paved sections of both Sutter and Scott Streets would be returned to their original conditions. Implementation of the proposed project would not result in any permanent changes to the design features or uses of adjacent roadways. There would be no increase in hazards related to a geometric design feature, or due to incompatible uses. A less-than-significant impact would result, and no mitigation would be required.

Question (d) Inadequate emergency access: Less than significant with Mitigation Incorporated. Project construction would involve trenching within Sutter and Scott Streets to connect the project to existing underground utilities. Additionally, construction operations could result in lane closures on both Streets that could cause delays and queuing of vehicle traffic, and thereby interfere with emergency services. These operations could include such activities as truck loading during site preparation to haul excess earth materials from the site or delivering construction materials during building erection and finishing. Consistent with standard City construction requirements, a detailed Traffic Control Plan (TCP) would be required to detail how the applicant, any successor in interest, and/or its contractor will manage continuous roadway access for both emergency and non-emergency uses, and will include best management practices such as covering the trenched areas after work hours. To ensure implementation of a TCP, the following mitigation measure will be required:

Mitigation Measure TR-1:

> Prior to the initiation of construction, the applicant, any successor in interest, and/or its contractor shall obtain an encroachment permit from the City of Folsom for construction within Sutter and Scott Streets. The applicant, any successor in interest, and/or its contractor shall prepare a Traffic Control Plan that meets the requirements of the City. The TCP shall include all required topics, including: traffic handling during each stage of construction, maintaining emergency service provider access by, if necessary, providing alternate routes, repositioning emergency equipment, or coordinating with nearby service providers for coverage during construction closures, covering trenches during the evenings and weekends, pedestrian safety/access, and bicycle safety/access. A component of the TCP will involve public dissemination of construction-related information through notices to adjacent neighbors, press releases, and/or the use of changeable message signs. The project contractor will be required to notify all affected residences and businesses, post the construction impact schedule, and place articles and/or advertisements in appropriate local newspapers regarding construction impacts and schedules.

With implementation of Mitigation Measure TR-1, because construction effects on traffic and emergency circulation for the proposed project would be temporary and well managed, this would be a less-than-significant impact.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		**X**		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		**X**		

As set forth in Section 1, *Project Description*, of this Initial Study, the revised project footprint would result in the disturbance of surface soils, and also below the surface where excavation would occur. Comparing the project assessed in 2020 with the current project evaluated in this revised Initial Study, the current project would result in less disruption of the site below the surface (since less excavation would be necessary), and would result in the same amount of surface disturbance as that previously assessed. Implementation of the revised project would result in impacts of equal or lower magnitude to those previously identified.

REGULATORY SETTING

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

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

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

paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

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

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

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

ENVIRONMENTAL SETTING

The Native American Heritage Commission (NAHC) was contacted to request an examination of their Sacred Lands Files to determine whether the project is located on sacred land. The search was completed and no Sacred Lands files were identified for the vicinity of the proposed project site (NAHC 2017).

SUMMARY OF TRIBAL CONSULTATION

The City of Folsom has 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 Shingle Springs Band of Miwok Indians.

On April 11, 2019, the City sent project notification letters to those three tribes. The letters provided: a brief description of the proposed project and its location, maps, lead agency contact information, and a notification of a 30 day period during which the tribe could request consultation. The 30-day response period concluded on May 12, 2019.

No response was received from Wilton Rancheria within the 30 day period. Therefore, no tribal consultation with Wilton Rancheria was carried out for this project. On April 18, 2019, the Ione Band replied to provide new contact information for future project notices, but did not request consultation on the proposed project; therefore, no consultation with the Ione Band was carried out.

On May 10, 2019, the UAIC replied by email to request consultation, and copies of the technical studies and records search results. They provided suggested mitigation measures for unanticipated discoveries. The City subsequently received a formal letter by mail dated May 1, 2019 with the same request. No information about tribal cultural resources in the project area was provided to the City in either set of correspondence.

In a letter dated May 20, 2019, the City formally initiated consultation with the UAIC and provided a copy of the cultural resources technical study for the project. The City also requested availability of the tribe to participate in a consultation meeting, and stated its intention to adopt mitigation measures for contractor awareness training and unanticipated discovery procedures in the CEQA document. No response to the May 20 letter was received, and as of the release of this CEQA document, no information about tribal cultural resources has been provided to the City by the tribe.

Therefore, in accordance with Public Recourses Code Section 21082.3(d)(2), on July 19, 2019, the City concluded consultation and notified the UAIC.

Subsequent to the 2019 notification of the three tribes and consultation with the UAIC, the project applicant submitted a revised project in December 2020. The revised project footprint would result in the disturbance of surface soils, and also below the surface where excavation would occur. Comparing the project subject to the 2019 tribal contact with the current project evaluated in 2021, the current project would result in less disruption of the site below the surface (since less excavation would be necessary), and would result in the same amount of surface disturbance as that previously assessed. Implementation of the revised project would result in impacts of equal or lower magnitude to those previously identified.

To inform the tribes of the revised project, the City contacted the Tribes and offered consultation to the three tribes on March 16, 2021. No response was received from any of the three tribes as of April 19, 2021. Consistent with the requirements of Public Resources Code Section 21082.3(d)(3), on April 19, 2021, the City concluded that it had satisfied the notification requirements of Public Resources Code Section 21080.3.1, and that since no tribes have responded, no further action by the City was necessary.

Information about potential tribal cultural resources was drawn from the ethnographic record, records search information obtained from the California Historical Resources Information System and California Native American Heritage Commission, and from the cultural resources technical study that was prepared for this project.

ENVIRONMENTAL ANALYSIS

Questions (a) and (b) Affect CRHR resources, significant California Native American Tribe resource: Less-than-significant Impact with Mitigation. A sacred lands file search was conducted by the NAHC, and no sacred lands were identified for the vicinity of the project site. The City of Folsom offered consultation to all registered tribes pursuant to PRC Section 21080.3.1, and engaged in consultation with the UAIC. No information about TCRs in the project area was provided to the City. The consultation process was completed with the UAIC on July 19, 2019; the City of Folsom has therefore met the requirements of AB 52. As described above, a second notification process was concluded on April 19, 2021. Since no tribes responded to the City's offer of consultation, no additional information regarding TCRs was presented. However, project construction could result in the destruction or degradation of unknown TCRs. This would be a significant impact, and the following mitigation measures are recommended.

Mitigation Measure TCR-1:

The City shall ensure that a Worker Awareness Training Program is developed and delivered to train equipment operators about tribal cultural resources. The program shall be designed to inform workers about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require a work stoppage; procedures for notifying the City of any occurrences; and enforcement of penalties and repercussions for non-compliance with the program. Worker training may be provided either in person or as a DVD with a training binder, prepared by a qualified professional archaeologist and reviewed by the City. The United Auburn Indian Community (UAIC) shall be afforded the option of attending the initial training in person or providing a video segment or clip for incorporation into the training video that appeals to the contractor's need to be respectful of tribal cultural resources and tribal participation in implementing unanticipated discovery protocols. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. A copy of the form shall be provided to the City as proof of compliance.

Mitigation Measure TCR-2:

If any potential tribal cultural resources, such as unusual amounts of bone or shell, artifacts, or human remains, are encountered during ground disturbing activities, work shall be suspended within 100 feet of the find, and the construction supervisor shall immediately notify the City representative, who shall ensure that a qualified professional archaeologist is retained to investigate the discovery. If the find includes human remains, then the City or its designee shall immediately notify the Sacramento County Coroner and the procedures in Section 7050.5 of the California Health and Safety Code and, if applicable, Section 5097.98 of the Public Resources Code, shall be followed. For resources that have the potential to be associated with Native American culture, the City shall notify any consulting tribes that requested notification of discoveries (treatment of non-tribal cultural resources is addressed under Mitigation Measures CUL-2 and CUL-3). As part of the investigation, the City shall consult to develop, document, and implement appropriate and feasible management recommendations, should potential impacts to newly discovered tribal cultural resources be found by the City to be significant. Possible management recommendations could include documentation, data recovery, or (if deemed feasible by the City) preservation in place. The contractor shall implement any measures deemed by City staff to be necessary and feasible to avoid, minimize, or mitigate significant effects to the tribal cultural resources.

With implementation of the above mitigation measures, no additional effects to TCRs are expected to occur, and no additional mitigation would be required.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

ENVIRONMENTAL SETTING

The project site is fully served by urban levels of all utilities and services. Public utilities provided by the City within the project area include domestic water, wastewater collection, storm water drainage, and solid waste disposal. Private and public utilities other than the City provide electricity, natural gas, telephone, and cable television services. Wastewater treatment and disposal is provided to the City of Folsom by the Sacramento Regional County Sanitation District (Regional San or SRCSD) at the SRCSD's Wastewater Treatment Plant (SRWTP) in Elk Grove. According to the City of Folsom and major utility providers, all utility and service systems are currently adequate to serve the project. (Folsom 2018c, Folsom 2017a, SRCSD 2017, SMUD 2017)

According to the Utility Plan provided by the project applicant, the following utilities are located in the project vicinity:

Table 19 Utilities Available in the 603 Sutter Street Commercial Building Project Vicinity

Utility	Location	Position
Electricity	Scott Street	Overhead
Natural Gas	Sutter Street/Scott Street	Underground
Telecommunications	Scott Street	Underground
Storm Drainage	Sutter Street/Scott Street	Underground
Water (Domestic)	Sutter Street/Scott Street	Underground
Water (Fire Service)	Sutter Street/Scott Street	Underground
Sanitary Sewer	Sutter Street	Underground
Solid Waste/Organic Waste	Sutter Street/Scott Street	n/a

Source: Project Application, as amended, 2020.

As proposed, the project would connect to natural gas, stormwater drainage, fire service, and electricity from facilities on Scott Street; connections to stormwater drainage, domestic water and sanitary sewer facilities would be located on Sutter Street. As currently configured, the applicant would extend the existing overhead electrical service from the east side of Scott Street to the project site. The project's trash enclosure would be constructed on the west side of the proposed building with access to Sutter Street. (See Figure 7.)

The project applicant would be required to complete storm drainage system improvements as part of the proposed project. Stormwater drainage improvements, including on-site BMPs, would be installed and connected to the City of Folsom stormwater drainage system. No stormwater facilities have been proposed. However, under City requirements, stormwater from developed areas of the site would require collection, treatment, and transmission to a storm drain connections on Sutter Street and Scott Street. Stormwater quality control measures would be designed and constructed in accordance with the July 2018 edition of the Stormwater Quality Design Manual for the Sacramento Region.

Potable and fire supply water within the project area is provided by the City of Folsom. As required by the Urban Water Management Planning Act, (California Water Code, Section 10610 et seq) the City, as a large water purveyor, must prepare and adopt an Urban Water Management Plan (UWMP) every five years, and submit the plan for review by the California Department of Water Resources (DWR). The California Water Code requires that each UWMP assess the reliability of its water sources over a 20-year planning horizon, and report its progress on 20 percent reduction in per-capita urban water consumption by the year 2020, as required in the Water Conservation Act of 2009. A UWMP must also include a comparison of water supply and demand (using forecasts of constrained supplies and future demand under normal, single dry-year, and multiple dry-year conditions).

As set forth in the Draft Program EIR for the City's 2035 General Plan, comparisons of demand and supply as set forth in the City's 2010 UWMP are presented in Tables 19-2 to 19-4 of the DPEIR. The City of Folsom's UWMP additionally evaluated demand and supply at buildout of the 2035 General Plan (see Table 19-5 of the DPEIR). In each case, the evaluation concluded that sufficient water supplies would be available to serve all urban uses within the City's service area under normal, single dry year, and multiple dry year conditions. The City adopted a 2015 UWMP in June 2016. The conclusions of the demand and supply analysis set forth in the 2015 UWMP mirrored those described in the 2010 UWMP and the 2035 General Plan DPEIR. (Folsom 2018c, Folsom 2016)

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

REGULATORY SETTING

The City of Folsom has adopted ordinances and standard conditions to protect utilities and service systems during the construction and operation of urban development. These requirements are found in the FMC and in the City's Standard Construction Specifications. See Section 2, *City Regulation of Urban Development*, of this Initial Study for more information regarding these requirements.

ENVIRONMENTAL ANALYSIS

Question (a) Relocate or construct new service system facilities: Less-than-significant Impact. Implementation of the proposed 603 Sutter Street Commercial Building project would not require the relocation or construction of major new or expanded facilities associated the provision of utilities. In the context of this impact evaluation, major new or expanded facilities include those associated with the generation of electricity, the collection, transmission and treatment of wastewater, the acquisition, treatment, or distribution of potable and fire service water, the collection and treatment of storm water, the construction of a new or expanded landfill or other solid waste facilities, or the provision of other public utilities.

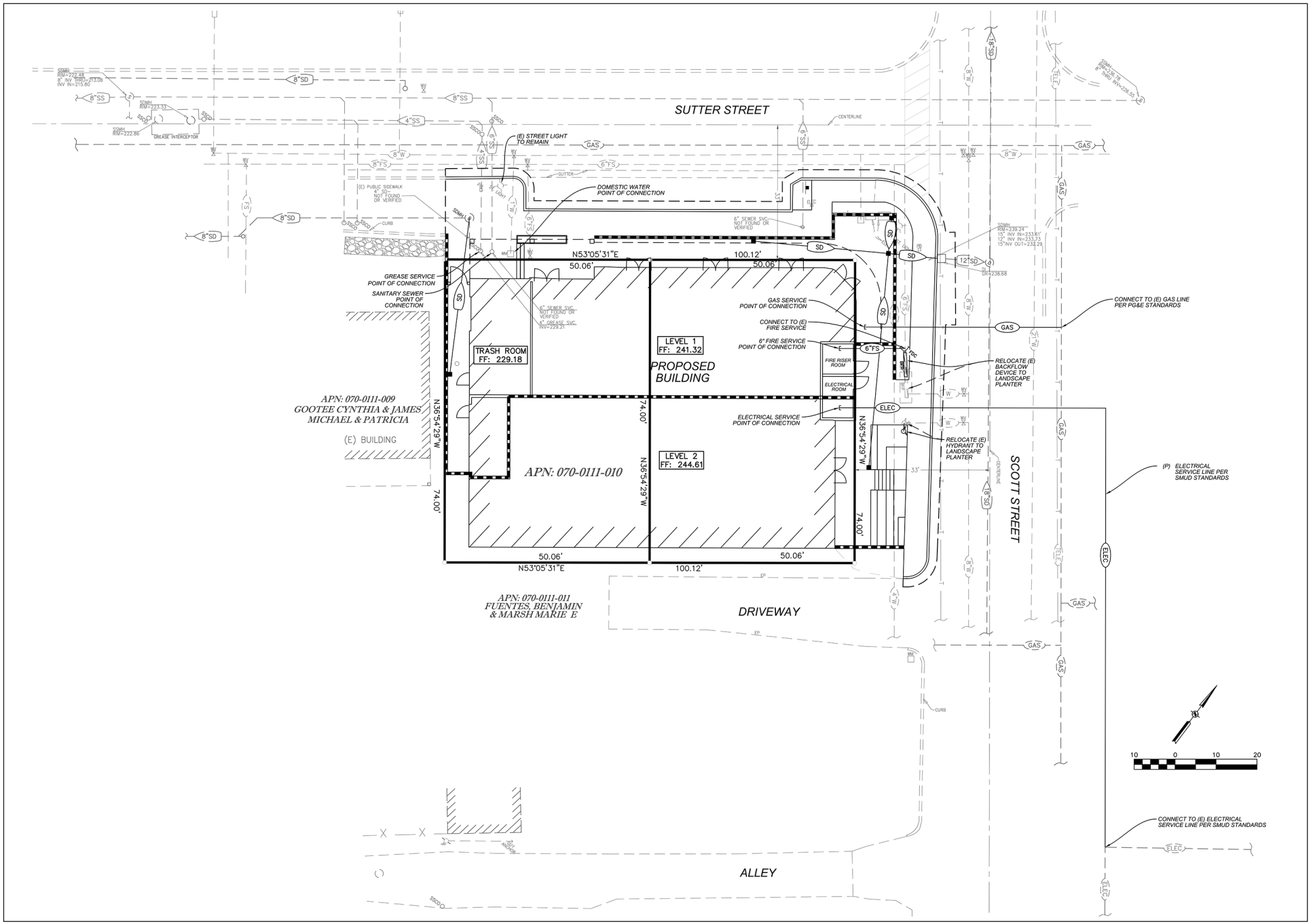
Implementation of the proposed project would require connection to utilities already present in the project area. As set forth in the 603 Sutter Street Commercial Building's utility and drainage plans (Figures 9 and 24), connection to existing utilities would require work within both Sutter and Scott Streets. Trenching associated with utility connection could result in construction period impacts to traffic and emergency vehicle circulation.

The City's Standard Construction Specifications and Details, General Provisions provide explicit requirements regarding traffic flow and public convenience during construction in City streets. Section 7.23 limits the hours and days of the week during which construction may occur. Section 10.05 sets forth a number of requirements to ensure that the public is inconvenienced as little as possible during construction within streets, including maintaining routes for motorists, pedestrians, and cyclists, and ensuring continued access to residences and businesses. Section 10.06 specifies requirements for traffic control planning and implementation during the construction period to meet the requirements of Section 10.05, including maintaining access for emergency vehicles and busses. This section also addresses safety concerns regarding open trenches.

The project would be required to comply with the cited Standard Construction Specifications related to public safety and traffic control. This may include a detailed traffic plan for lane closures and written notice to residences and businesses along the route of work. Compliance with City of Folsom Standard Construction Specifications would reduce impacts to traffic circulation during the construction period to less-than-significant levels.

Additionally, project activities could interfere with or damage existing in-service or abandoned utilities within Scott and Sutter Streets. Section 6.05F of the City's Standard Construction Specifications and Details, General Provisions requires that all public facilities adversely affected by project construction be replaced or restored. Similarly, Section 10.08 requires contractors to locate, relocate as necessary, and protect existing utilities. This Section also imposes a duty on contractors to maintain in service all drainage, water, gas, sewer lines, power, lighting, telephone and any other surface or subsurface utility structure that could be affected by construction. Compliance with state and City standards, and standard conditions of approval would ensure that any potential public service impacts would be reduced to less-than-significant levels.

Operation of the project would not be expected to result in changed or increased demands for any urban utilities, including wastewater transmission, treatment and disposal, potable water treatment and distribution, storm drainage, and solid waste disposal beyond those planned for each utility within the Historic District. All potential effects would be limited to those that could occur during the construction period as discussed above. Based on the foregoing, there would be no operational effects, and no mitigation would be required.



603 Sutter Street Project

SOURCE: RFE Engineering, Inc., 2020; Planning Partners, 2021

Figure 24
Utilities Plan

Question (b) Sufficient water supply: Less-than-significant Impact. As set forth in the DPEIR for the 2035 General Plan and the City's 2015 Urban Water Management Plan, the City would have sufficient water supplies to serve all planned urban development within the City, including the proposed project. (Folsom 2018c, Folsom 2016) This would be a less-than significant impact, and no mitigation would be necessary.

Question (c) Adequate wastewater treatment capacity: Less-than-significant Impact. The proposed project would not require or result in the construction of new wastewater treatment facilities, or the expansion of existing treatment facilities. The City of Folsom has sufficient capacity to accommodate the additional demands for wastewater collection that could result from implementation of the 603 Sutter Street Commercial Building project, and the City is in compliance with statutes and regulations related to wastewater collection and treatment. Information provided by the SRCSD to the City regarding the proposed project does not indicate that any improvements to District collection, treatment, or disposal facilities would be necessary to serve the proposed project (SRCSD 2017). This would be a less-than-significant impact, and no mitigation would be necessary.

Questions (d) and (e) Solid waste management: Less-than-significant Impact. The City of Folsom Solid Waste Division provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. In order to meet the State-mandated 50 percent landfill diversion requirements stipulated under AB 939, the City has instituted several community-based programs, including the recycling of organic waste from restaurants, grocery stores, and multi-family dwellings. Solid waste and organic waste removal services would be provided by the City of Folsom (solid waste) and a private hauler (organic waste). Organic waste would be placed in a separate bin from that used for solid waste. Depending upon the volume of waste generated by the restaurant, commercial, and office uses, trash and organic waste pickup could occur several times per week.

The City offers a door-to-door collection program for household hazardous and electronic waste, curbside recycling, and a neighborhood clean-up program to meet the diversion targets.

After solid waste is sorted and processed for recycling, the remaining solid waste is taken to the Kiefer Landfill. The facility sits on 1,084 acres near the intersection of Kiefer Boulevard and Grant Line Road, and is surrounded by more than 3,000 acres of open space. A Gas-to-Energy Plant opened in 1999, and removes gases from decaying garbage. Gas generated at the landfill powers 8,900 homes in the Sacramento area.

Kiefer Landfill is the primary solid waste disposal facility in Sacramento County, and is operated by the County. It operates seven days a week, and is permitted to accept household waste from the public, businesses, and private waste haulers. The landfill also accepts recyclable material and hard to handle wastes. There is a Special Waste Facility Drop-Off Center on site that accepts common household hazardous waste. The landfill is permitted to receive a maximum of 10,815 tons per day. As of September 12, 2005 it had a remaining capacity of 112,900,000 cubic yards, with an estimated closure date of 2064. (Folsom 2018c)

Both project construction and operation of the proposed project would generate solid waste. Construction of the proposed project would involve site preparation activities that would generate solid waste (i.e., excess excavated soil, building material debris, cardboard, insulation, asphalt,

concrete). Once constructed, the employees and patrons of the retail and office uses would also generate solid waste. Because the City of Folsom complies with applicable federal, state, and local requirements regarding solid waste removal and diversion targets, and the landfill serving the project area has sufficient capacity to accommodate solid waste needs, no modification or expansion of solid waste facilities or operations would be necessary. Impacts to solid waste disposal would be less than significant, and no mitigation would be necessary.

XX. WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evaluation plan?				**X**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

The City of Folsom Emergency Operations Plan (Folsom 2020) includes a section that addresses wildfires: Threat Assessment 1: Urban/Wildland Fire. This section provides general information regarding potential wildfire situations, outlines potential impact areas within the City, and describes potential impacts of a wildland/urban fire scenario. The City of Folsom has also prepared and adopted a Community Wildfire Protection Plan in cooperation with the California Department of Parks and Recreation. The plan meets United States Forest Service and Bureau of Land Management standards, and complies with requirements of the Health Forest Restoration Act of 2003. (Folsom 2013)

According to California Fire and Resource Management Program (FRAP), the proposed project area is located within the Local Responsibility Area. (CalFIRE 2019). The Sacramento Countywide Local Hazard Mitigation Plan identifies the project site as within an area of moderate to high fire threat (Sacramento County 2016a)

Questions a) through (d): No Impact. The proposed project site is situated in an area with developed commercial and residential uses. It is not located in or near a State Responsibility Area, nor on land that is classified as a very high fire hazard severity zone. No aspect of the proposed project would substantially impair an adopted emergency response plan or emergency evacuation plan such as the Emergency Operations Plan or the Community Wildfire Protection Plan. The threat of wildland fire was determined to be moderate to high (Sacramento County, 2016a). Although the project site is located adjacent to the Lake Natoma Corridor, an identified area of elevated fire hazard, the nearest natural area of the Lake Natoma Corridor is located approximately 425 feet west/northwest of the project site, separated from the project by buildings, parking lots, and multi-lane roadways Urban levels of fire protection would be provided to the project area. For these reasons, no impact would occur and no mitigation would be required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Question (a) Degrade quality of the environment: As discussed above, the project has the potential to adversely impact biological resources (nesting birds, tree preservation), undiscovered cultural and historic resources, unstable geologic units or soils, construction noise and vibration, vibration associated with blasting activities, transportation (emergency access), and undiscovered tribal cultural resources. With the implementation of mitigation measures identified in this Initial Study (see below), all potential impacts would be reduced to a less-than-significant level. No significant or potentially significant impacts would remain.

Question (b) Cumulatively considerable impacts: The proposed project would accommodate long-term City of Folsom environmental goals to increase employment and encourage compact development patterns, mixed-use design, and infill development, and employment in the proposed project's area of the City consistent with goals of the City's General Plan. While the project would indirectly contribute to cumulative impacts associated with increased urban development in the city and region, these impacts have previously been evaluated by the City and considered in development of the City's General Plan as set forth in this Initial Study. See Page 18 of this Initial Study for a discussion of the cumulative impacts of urban development within the City identified within the 2035 General Plan EIR.

Question (c) Adversely affect human beings: Because of existing regulation and monitoring of many potential environmental impacts, and with the implementation of mitigation measures identified in this report, the project would not have the potential to cause substantial adverse effects on human beings. This would be a less-than-significant impact, and no mitigation would be required.

MITIGATION MEASURES:

Mitigation Measure BIO-1: Avoid nesting season or conduct pre-construction surveys.

Avoid construction or tree removal during the nesting season (usually from March through September). If construction activities will occur during the nesting season and trees on the site

have not been removed, no more than 30 days prior to the initiation of construction, pre-construction surveys for the presence of special-status bird species or any nesting bird species shall be conducted by a qualified biologist within a 500 foot radius of the proposed construction area. If active nests are identified in these areas, construction should be delayed until the young have fledged, or the CDFW should be consulted to develop measures to avoid the take of active nests prior to the initiation of any construction activities. Avoidance measures may include establishment of a buffer zone using construction fencing, or the postponement of vegetation removal until after the nesting season, or until after a qualified biologist has determined the young have fledged and are independent of the nest site.

Mitigation Measure BIO-2: Comply with Tree Preservation Ordinance.

Tree mitigation is required pursuant to the Tree Ordinance, and can include replanting of protected trees on the site, paying mitigation fees, or a combination of these two methods. Compensatory mitigation consists of one of the following mitigation measures:

1. On-Site Replacement Planting. Replacement trees shall be planted on the same property as the Protected Tree proposed for removal, subject to review by the Approving Authority. Where the subject property is not able to accommodate the required number of replacement trees on-site, the payment of in-lieu fees shall be required in accordance with FMC Section 12.16.150(B)(2).
    a. Replacement Tree Species. Trees planted as replacement trees shall be the same species as those removed or a species that is acceptable to the Approving Authority, with consideration given to species diversity.
2. Payment of In-Lieu Fee. Payment of in-lieu fees may be allowed where the subject property is not able to accommodate the required number of replacement trees on-site. The in-lieu fee shall be calculated as a dollar amount for each DSH inch of Protected Tree removed, as adopted by City Council resolution.
3. Combination of Planting and Fee Payment. A combination of on-site replacement planting and payment of in-lieu fees may be used where the number of replacement trees cannot be accommodated on-site. The in-lieu payment shall be reduced based on the number of DSH inches of the replacement trees planted on- site.

Mitigation Measure CUL-1:

Prior to initiation of construction on the project site, all construction personnel that will work on the proposed project site shall be provided with Cultural Sensitivity Training. The training shall include information regarding cultural resources, their recognition, avoidance, and treatment in the event of fortuitous discovery. Project plans shall also contain a notation requiring that if any archaeological, cultural, historical resources, artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be immediately suspended in that location.

Mitigation Measure CUL-2:

In the event that undiscovered cultural resources are found in the area of direct impact of the proposed project, for example, during foundation and building pad excavation, the responsible field manager shall order discontinuation of all activities on the project site. A qualified archaeologist, the Folsom Historical Society, City staff, and the Heritage Preservation League shall be promptly contacted regarding evaluation of the find. The archaeologist will consult with

all interested parties, including Native Americans, and develop a recovery or mitigation plan that shall be implemented by the City of Folsom.

Mitigation Measure CUL-3:

Pursuant to §5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of discovery of human skeletal remains, however fragmentary or disturbed from their original context, the Sacramento County Coroner and the Native American Heritage Commission are to be notified of the discovery immediately. All work in the vicinity of the find is to cease, and there shall be no further excavation or disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner has determined whether the remains are those of a Native American.

If the remains are determined to be those of a Native American, the coroner must contact that California Native American Heritage Commission. CEQA Guidelines (Public Resources Code Section 5097) specify the procedure to be followed in the event of discovery of human remains on non-Federal land. The disposition of Native American burials is within the jurisdiction of the Native American Heritage Commission. Upon request, the NAHC will provide project leaders with a list of Most Likely Descendants, who will specify treatment and disposition of any Native American remains found within the Area of Potential Effects of a project. Human remains and associated grave goods are protected under Section 5097.94 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code.

Mitigation Measure CUL-4:

Implement Tribal Cultural Resources mitigation measures TCR-1 and TCR-2. The Cultural Sensitivity Training/Worker Awareness Training required by mitigation measures CUL-1 and TCR-2 may be combined.

Mitigation Measure GEO-1:

Prior to the issuance of a grading permit, a qualified engineering geologist or firm shall revise the Geotechnical Engineering Report dated March 16, 2017 prepared by Youngdahl and Associates to assess the project as currently proposed. The project applicant or any successor in interest shall implement all design and construction measures contained in the revised Geotechnical Engineering Report. To the extent that the design and construction measures set forth in the revised Geotechnical Engineering Report differ from adopted City standards and requirements, the more stringent of the measures or standards and requirements shall be implemented.

Mitigation Measure NOI-1:

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

2. Construction Hours/Scheduling: The following are required to limit construction activities to the portion of the day when occupancy of the adjacent sensitive receptors is at the lowest:
    a. Construction activities for all phases of construction, including servicing of construction equipment, shall only be permitted during the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. to 5:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and on all holidays.
    b. Delivery of materials or equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified above.

4. Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
5. Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited.
6. Equipment Location: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from adjacent homes.
7. Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors.
8. Quiet Equipment Selection: Select quiet equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order.
9. At least 5 days prior to the initiation of grubbing or other ground disturbing construction operations, the project applicant, or any successor in interest, or the general contractor in charge shall provide a notice of the initiation of construction to all parcels located within 250 feet of the project site. Such notice shall contain an outline of construction activities, their duration, and contact information for a person designated to respond to noise complaints.

Mitigation Measure NOI-2:

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

3. Prior to the removal of any bedrock, the project applicant, any successor in interest, or the project contractor shall prepare a bedrock removal plan for review and approval by the City.
4. No removal activity shall occur prior to City approval. The bedrock removal plan shall be prepared by a licensed geologist, engineer, or equivalent accredited professional, and will include at least the following components:
    - The location, volume, and type of bedrock to be removed
    - Removal procedures to be used, both primarily and as options if necessary
    - The expected duration of removal activities
    - Type of equipment to be used
    - Any types of chemical or other materials to be used, including any storage and safety requirements
    - Requirements for personal safety and the protection of private and public property
    - A program to notify all parcels within 250 feet of the project site prior to the initiation of bedrock removal.

Mitigation Measure NOI-3:

No blasting shall be permitted on the site.

Mitigation Measure TR-1:

Prior to the initiation of construction, the applicant, any successor in interest, and/or its contractor shall obtain an encroachment permit from the City of Folsom for construction within Sutter and Scott Streets. The applicant, any successor in interest, and/or its contractor shall prepare a Traffic Control Plan that meets the requirements of the City. The TCP shall include all required topics, including: traffic handling during each stage of construction, maintaining emergency service provider access by, if necessary, providing alternate routes, repositioning

emergency equipment, or coordinating with nearby service providers for coverage during construction closures, covering trenches during the evenings and weekends, pedestrian safety/access, and bicycle safety/access. A component of the TCP will involve public dissemination of construction-related information through notices to adjacent neighbors, press releases, and/or the use of changeable message signs. The project contractor will be required to notify all affected residences and businesses, post the construction impact schedule, and place articles and/or advertisements in appropriate local newspapers regarding construction impacts and schedules.

Mitigation Measure TCR-1:

The City shall ensure that a Worker Awareness Training Program is developed and delivered to train equipment operators about tribal cultural resources. The program shall be designed to inform workers about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require a work stoppage; procedures for notifying the City of any occurrences; and enforcement of penalties and repercussions for non-compliance with the program. Worker training may be provided either in person or as a DVD with a training binder, prepared by a qualified professional archaeologist and reviewed by the City. The United Auburn Indian Community (UAIC) shall be afforded the option of attending the initial training in person or providing a video segment or clip for incorporation into the training video that appeals to the contractor's need to be respectful of tribal cultural resources and tribal participation in implementing unanticipated discovery protocols. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. A copy of the form shall be provided to the City as proof of compliance.

Mitigation Measure TCR-2:

If any potential tribal cultural resources, such as unusual amounts of bone or shell, artifacts, or human remains, are encountered during ground disturbing activities, work shall be suspended within 100 feet of the find, and the construction supervisor shall immediately notify the City representative, who shall ensure that a qualified professional archaeologist is retained to investigate the discovery. If the find includes human remains, then the City or its designee shall immediately notify the Sacramento County Coroner and the procedures in Section 7050.5 of the California Health and Safety Code and, if applicable, Section 5097.98 of the Public Resources Code, shall be followed. For resources that have the potential to be associated with Native American culture, the City shall notify any consulting tribes that requested notification of discoveries (treatment of non-tribal cultural resources is addressed under Mitigation Measures CUL-2 and CUL-3). As part of the investigation, the City shall consult to develop, document, and implement appropriate and feasible management recommendations, should potential impacts to newly discovered tribal cultural resources be found by the City to be significant. Possible management recommendations could include documentation, data recovery, or (if deemed feasible by the City) preservation in place. The contractor shall implement any measures deemed by City staff to be necessary and feasible to avoid, minimize, or mitigate significant effects to the tribal cultural resources.

6. PREPARERS OF THE INITIAL STUDY / NEGATIVE DECLARATION

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Bollard Acoustical Consultants (Noise and Vibration)

Paul Bollard

ECorp (Tribal Cultural Resources)

Lisa Westwood

Kimley Horn (Transportation)

Matt Weir

Page & Turnbull (Historic Resources)

Melisa Gaudreau
Clare Flynn

TECHNICAL REPORTS PROVIDED BY APPLICANT

Arborwell Professional Tree Management

Arborist Report (Tree Survey)

ECorp Consulting, Inc.

Arborist Survey Report

LSA Associates, Inc.

Cultural Resources Report

Williams + Paddon, Architects + Engineers

Photo Simulations

Youngdahl Consulting Group, Inc.

Geotechnical Report

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8. APPLICANT AGREEMENT TO MITIGATION MEASURES

By the signature below, the project applicant agrees to implement and incorporate the Mitigation Measures outlined above as part of the 603 Sutter Street Commercial Building project.

ziad alaywan	July 7, 2021
Signature	Date
Ziad Alaywan P.E.	Owner
Printed Name	**Title**

ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

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

The City of Folsom prepared the attached Environmental Checklist/Initial Study on July 19, 2021. Further information, including the project file, supporting reports, and related studies, may be reviewed at the public offices of the Community Development Department, 50 Natoma Street, Folsom, California 95630.

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

Signature _____ Date 7/19/21

Pamela Johns _____ City of Folsom

Printed Name For