City of Folsom
Community Development Department

Sibley Street Residential Project

Initial Study/Mitigated Negative Declaration

September 2023

Prepared by

RANEY PLANNING & MANAGEMENT, INC. 20 years
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TABLE OF CONTENTS

APPENDICES:

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

A. BACKGROUND

1.	Project Title:	Sibley Street Residential Project
2.	Lead Agency Name and Address:	City of Folsom Community Development Department 50 Natoma Street Folsom, CA 95630
3.	Contact Person and Phone Number:	Josh Kinkade Associate Planner (916) 461-6209
4.	Project Location:	1014 Sibley Street Folsom, CA 95630 APN: 071-0200-056
5.	Project Sponsor's Name and Address:	David Storer P.O. Box 6763 Folsom, CA 95630
6.	Existing General Plan Designations:	Single Family High Density (SFHD)
7.	Existing Zoning Designations:	General Apartment District (R-4) and Residential, Multifamily Dwelling District (R-M) Planned Development (PD)
8.	Proposed Zoning Designation:	Residential, Single-Family Dwelling, Small Lot District (R-1-M) Planned Development (R-M PD)
9.	Required Approvals from Other Public Agencies:	None

10. Surrounding Land Uses and Setting:

The 0.86-acre project site is located at 1014 Sibley Street in the City of Folsom, California, and is identified by Assessor's Parcel Number (APN) 071-0200-056. The project site is currently developed with a single-family residence and five sheds, and various trees and shrubs are scattered throughout the property. The site is generally bound by single-family residences to the south and west, multifamily housing to the north and east, and a mobile home park to the northwest. The site is currently designated Single Family High Density (SFHD) by the City's General Plan and the site is zoned General Apartment District (R-4) and Residential-Multifamily Dwelling District (R-M) Planned Development (PD).

11. Project Description Summary:

    The proposed project would include the demolition of all on-site structures and the development of the site with six single-family residences and six accessory dwelling units (ADUs) located on six residential lots ranging from 6,231 square feet (sf) to 6,314 sf. Each primary residence would include a two-car garage and primary site access would be provided by three new driveways off of Sibley Street. Development of the proposed project would require the approval of a Rezone, Planned Development Permit, and Vesting Tentative Subdivision Map.

12. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), tribal consultation letters were sent to the Wilton Rancheria, the United Auburn Indian Community of the Auburn Rancheria, and the Ione Band of Miwok Indians on June 29, 2023. A response was received by the Wilton Rancheria on July 27, 2023, requesting consultation. Consultation was closed on September 1, 2023.

B. SOURCES

The following documents are referenced information sources utilized for this analysis:

1. Barnett Environmental. *Preliminary Biological Resources Assessment of the 1014 Sibley Street Residences Project in Folsom, CA 95630.* July 7, 2023.
2. California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality.* November 16, 2022.
3. California Air Resources Board*. Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005.
4. California Building Standards Commission. *2022 California Green Building Standards Code.* 2023.
5. California Department of Conservation. *California Earthquake Hazards Zone Application.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 2023.
6. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed June 2023.
7. California Department of Conservation. *California Williamson Act Enrollment Finder.* Available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html. Accessed June 2023.
8. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Map.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed June 2023.
9. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed July 2023.
10. California *Department of Transportation. California Scenic Highway System Map.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed June 2023.
11. California Tree and Landscape Consulting, Inc. *Preliminary Arborist Report & Tree Inventory.* May 25, 2022.

12. City of Folsom. *2020 Urban Water Management Plan Update*. June 2021.
13. City of Folsom. *2035 General Plan Update Draft PEIR.* March 2018.
14. City of Folsom. *Final Program Environmental Impact Report.* May 2018.
15. City of Folsom. *Folsom Fire Department Strategic Plan 2020.* Available at: https://www.folsom.ca.us.
16. City of Folsom. *Folsom General Plan 2035.* Available at: https://www.folsom.ca.us/government/community-development/planningservices/general-plan. Accessed June 2023.
17. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed July 2023.
18. Federal Emergency Management Agency. *FEMA Flood Map Service Center*. Available at: https://msc.fema.gov/portal/search. Accessed June 2023.
19. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. https://www.folsom.ca.us/government/community-development/planning-services/general-plan. Accessed June 2023.
20. Regional San. *Regional San's monumental wastewater treatment plant expansion project delivered ON schedule and UNDER budget.* Available at: https://www.regionalsan.com/press-release/regional-sans-monumental-wastewater-treatment-plant-expansion-project-delivered. Accessed July 2023.
21. Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.* October 2020.
22. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County.* Revised April 2021.
23. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions.* October 2020.
24. Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels.* April 2018.
25. State Water Resources Control Board. *GeoTracker Public Site.* Available at: https://geotracker.waterboards.ca.gov/map/. Accessed July 2023.
26. Tom Origer & Associates. *Cultural Resources Study of 1014 Sibley Street Folsom, Sacramento County, California.* June 29, 2023.
27. U.S. Census Bureau. *QuickFacts Folsom city, California*. Available at: https://www.census.gov/quickfacts/folsomcitycalifornia. Accessed July 2023.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

D. DETERMINATION

On the basis of this initial study:

☐ 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 applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" 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 analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Josh Kinkade, Associate Planner	City of Folsom
Printed Name	For

E. INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the Sibley Street Residential Project (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines.

Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed. The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA, and the mitigation measures would be incorporated into the project through Conditions of Approval. The City would adopt findings and a Mitigation Monitoring and Reporting Program (MMRP) for the project in conjunction with approval of the project.

In August 2018, the City of Folsom adopted a comprehensive update to the City's General Plan[1], and certified an associated Environmental Impact Report (EIR).[2] The General Plan EIR is a program EIR (PEIR), prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). The General Plan PEIR analyzed full implementation of the City of Folsom General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan to the maximum extent feasible.

The impact discussions for each section of this IS/MND have been largely based on information in the City of Folsom General Plan, City of Folsom General Plan PEIR, as well as technical studies prepared specifically for the proposed project. All technical reports used in preparation of this IS/MND are attached as appendices.

F. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

Project Location and Setting

The City of Folsom is located within Sacramento County and is approximately 20 miles northeast of the City of Sacramento. State Route (SR) 50 runs in an east-west direction through the City of Folsom and provides regional access to the City.

The 0.86-acre project site is located at 1014 Sibley Street in the City of Folsom, California, (see Figure 1 and Figure 2) and is identified by APN 071-0200-056. The project site is currently developed with a single-family residence and five sheds, and various trees and shrubs are scattered throughout the property. The site is generally bound by single-family residences to the north, south, east, and west, and a mobile home park to the northwest. The site is currently designated SFHD by the City's General Plan, which allows for four to seven dwelling units per acre (du/ac). The proposed project density is seven du/ac, and is therefore consistent with the General Plan. In addition, the project site is zoned R-4 and R-M PD, and is proposed to be zoned Residential, Single-Family Dwelling, Small Lot District (R-1-M) PD.

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1 City of Folsom. *Folsom General Plan 2035.* Available at: https://www.folsom.ca.us/government/community-development/planning-services/general-plan. Accessed June 2023.

2 City of Folsom. *Final Program Environmental Impact Report.* Available at: https://www.folsom.ca.us/government/community-development/planning-services/general-plan. Accessed June 2023.

Figure 1
Regional Project Location

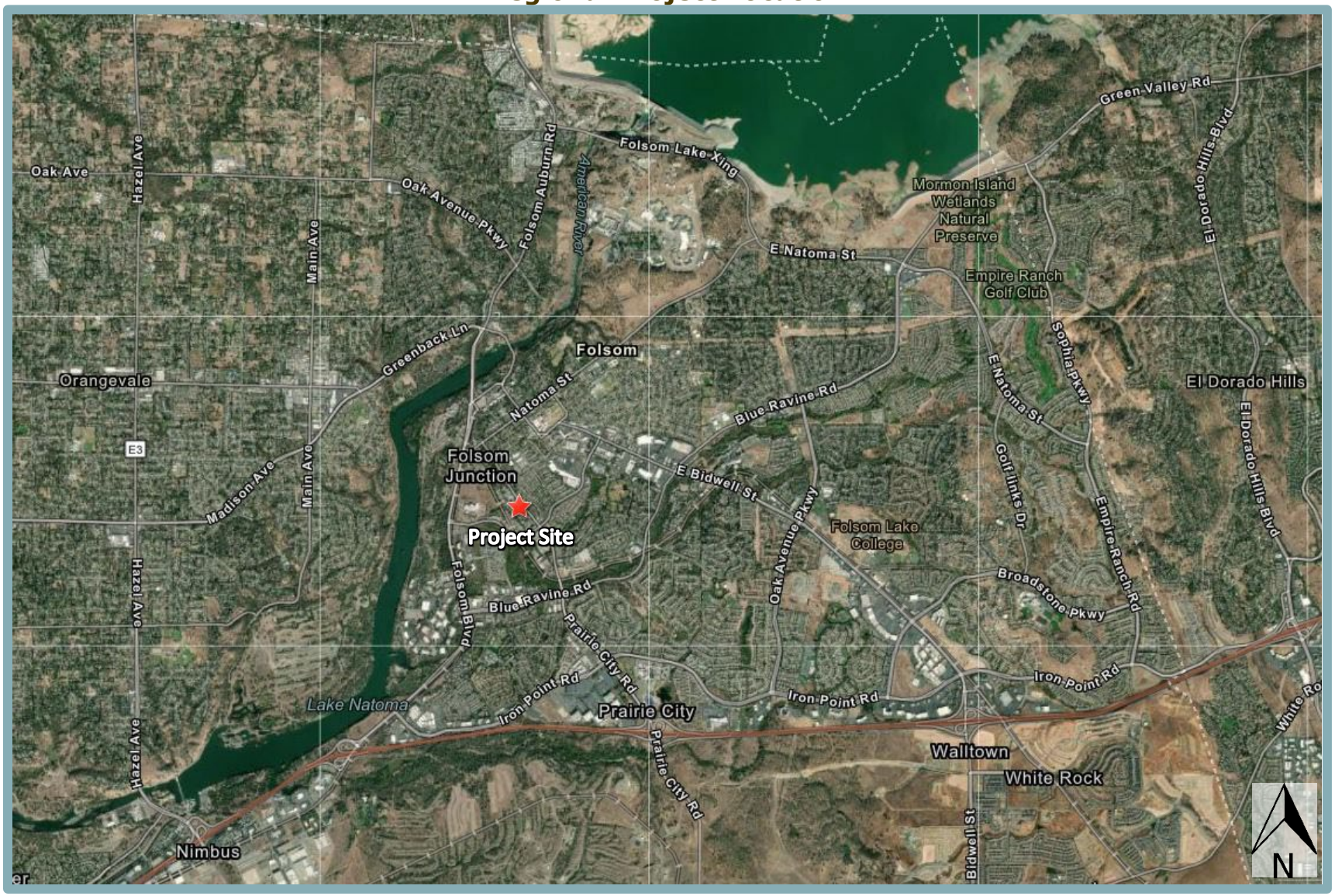


Figure 2
Project Site Boundaries

Project Components

The proposed project would include the demolition of all on-site structures and the development of the site with six single-family residences and six ADUs located on six residential lots ranging from 6,231 sf to 6,314 sf. Each primary residence would include a two-car garage and primary site access would be provided by three new driveways off of Sibley Street. Development of the proposed project would require the approval of a Rezone, Planned Development Permit, and Vesting Tentative Subdivision Map.

Rezone and Planned Development Permit

The proposed project would require a Rezone to change the zoning designation of the project site from R-4 and R-M PD to R-1-M PD. The R-1-M zoning district provides a residential environment for medium-density, single-family residences, as well as other potential uses including, but not limited to, public buildings, family day cares, and group homes of six or fewer persons.

The intent of the PD combining district is to encourage a creative and efficient approach to the use of land; maximize choice in the type of development available in the City; encourage the efficient allocation and maintenance of open space; provide for the redistribution of overall density where such rearrangement is desirable; and provide the means for greater creativity and flexibility in design than are provided under the strict application of the other zoning district regulations, while at the same time preserving the public interest, health, safety, welfare, and property values. Requirements for the PD combining district, such as a Development Plan and Design Standards, would be established as part of the adoption of the R-1-M PD zoning district for the project site. Following approval of the Rezone, the proposed project would comply with the adopted Final Development Plan of the R-1-M PD zoning district for the project site, which would include project-specific development standards.

Vesting Tentative Subdivision Map

The proposed project would require approval of a Vesting Tentative Subdivision Map to subdivide the project site into six lots, each featuring a single-family residence and ADU (see Figure 3). The lots would range in size from 6,231 sf to 6,314 sf. Each of the six proposed single-family residences would be two stories and range in size from 2,762 sf to 3,044 sf. The residences would be built in accordance with one of three general floor plans: Plan A, Plan B, and Plan C, and would consist of a lower level with great room, kitchen, and office/bedroom; and an upper level featuring a master suite and two additional bedrooms. In accordance with zoning development standards for the R-1-M PD district, each residence would be a maximum of 35 feet in height. The front elevations of each unit are proposed to be constructed with various building materials, including plaster and concrete roofing tiles, and each residence would be painted based on one of three color palettes.

In addition, each lot would feature a two-story, 999 sf ADU. The ADUs would consist of a bedroom, bathroom, and open kitchen and living room area on the first floor; and a loft, bathroom, and bedroom on the upper level. All proposed ADUs would be built using the same general floor plan.

Additional detail regarding the site access and circulation, landscaping, and utility infrastructure is provided below.

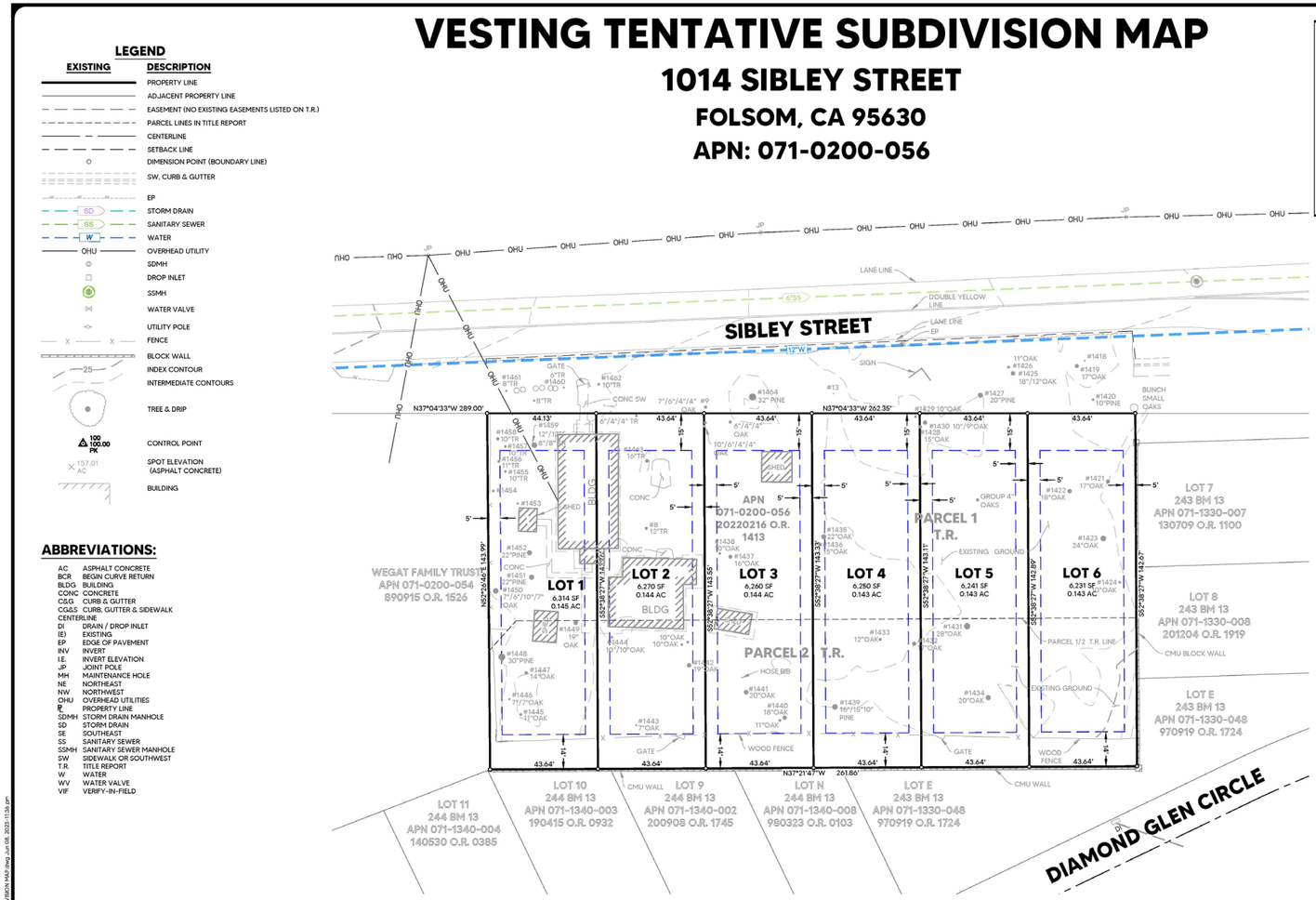
Figure 3
Vesting Tentative Subdivision Map

VESTING TENTATIVE SUBDIVISION MAP

1014 SIBLEY STREET

FOLSOM, CA 95630

APN: 071-0200-056



LEGEND

EXISTING	DESCRIPTION
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	EASEMENT (NO EXISTING EASEMENTS LISTED ON T.R.)
	PARCEL LINES IN TITLE REPORT
	CENTERLINE
	SETBACK LINE
	DIMENSION POINT (BOUNDARY LINE)
	SW, CURB & GUTTER
	EP
SD	STORM DRAIN
SS	SANITARY SEWER
W	WATER
OHU	OVERHEAD UTILITY
	SDMH
	DROP INLET
	SSMH
	WATER VALVE
	UTILITY POLE
X X	FENCE
	BLOCK WALL
25	INDEX CONTOUR
	INTERMEDIATE CONTOURS
	TREE & DRIP
100 100.00 PK	CONTROL POINT
157.01 AC	SPOT ELEVATION (ASPHALT CONCRETE)
	BUILDING

ABBREVIATIONS:

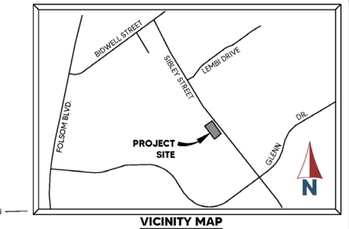
AC	ASPHALT CONCRETE
BCR	BEGIN CURVE RETURN
BLDG	BUILDING
CONC	CONCRETE
C&G	CURB & GUTTER
CG&S	CURB, GUTTER & SIDEWALK
CENTERLINE	
DI	DRAIN / DROP INLET
(E)	EXISTING
EP	EDGE OF PAVEMENT
INV	INVERT
I.E.	INVERT ELEVATION
JP	JOINT POLE
MH	MAINTENANCE HOLE
NE	NORTHEAST
NW	NORTHWEST
OHU	OVERHEAD UTILITIES
P.	PROPERTY LINE
SDMH	STORM DRAIN MANHOLE
SD	STORM DRAIN
SE	SOUTHEAST
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SW	SIDEWALK OR SOUTHWEST
T.R.	TITLE REPORT
W	WATER
WV	WATER VALVE
VIF	VERIFY-IN-FIELD

NOTICE TO CONTRACTOR - ORDER OF WORK:

PRIOR TO THE START OF ANY CIVIL WORK, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES BY POTHOLING AT ALL POINTS OF POTENTIAL CONFLICT WITH PROPOSED UTILITIES OR PROPOSED POINTS OF CONNECTION WITH EXISTING UTILITIES. IF THE ACTUAL LOCATIONS OF THE EXISTING UTILITIES FOUND IN THE FIELD ARE DIFFERENT FROM WHAT IS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL CONTACT LODESTAR ENGINEERING AND SURVEYING, INC. IMMEDIATELY AND PROVIDE THE ACTUAL LOCATION INFORMATION. LODESTAR ENGINEERING AND SURVEYING, INC. WILL VERIFY IF THERE ARE ANY CONFLICTS WITH THE IMPROVEMENTS AND WILL PROVIDE MODIFICATIONS TO THE DESIGN TO MITIGATE THE CONFLICTS IF ANY CONFLICTS EXIST.

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.



VICINITY MAP
NOT TO SCALE

SHEET INDEX:

1 OF 4	TSM	TENTATIVE SUBDIVISION MAP
2 OF 4	C1	PRELIMINARY SITE PLAN
3 OF 4	C2	PRELIMINARY GRADING PLAN
4 OF 4	C3	PRELIMINARY UTILITY PLAN

TOPOGRAPHIC & BOUNDARY SURVEY:

LODESTAR ENGINEERING AND SURVEYING, INC.
FIELD SURVEY DATED: 4-05 AND 4-06-2022

BASIS OF BEARINGS:

ALL BEARINGS SHOWN HEREON ARE REFERENCED TO THE ORIGINAL SUBDIVISION MAP ENTITLED "SUNCOUNTRY FOLSOM UNIT NO. 1" FILED IN BOOK 243 OF SUBDIVISIONS, AT PAGE 13, AND THE FOUND MONUMENTS THEREON. BASIS OF BEARING FROM SAID RECORDED MAP IS THE SOUTHWESTERLY LINE OF SIBLEY STREET FROM FOUND 1" STEEL PIN SOUTHEASTERLY, SAID BEARING BEING N 37°04'33" W.

BENCHMARK:

CITY OF FOLSOM BENCHMARK B.M. 18
ELEV SURVEYED = 219.46 (NAVD 88)
ELEV, PUBLISHED = 21708 (NO DATUM LISTED)

CONTROL POINT ELEVATIONS SHOWN HEREON ARE BASED UPON THE CALIFORNIA SURVEYING AND DRAFTING SUPPLY VSN CONTROL NETWORK, WHICH IS ON THE NAVD 88 VERTICAL DATUM.

JURISDICTION:

CITY OF FOLSOM

ZONING FOR ALL PARCELS:

R-4 GENERAL APARTMENT DISTRICT
R-M RESIDENTIAL, MULTI FAMILY DWELLING DISTRICT

FLOOD PLAIN:

SUBJECT PROPERTY IS LOCATED WITHIN ZONE "X", REDUCED FLOOD ZONE DUE TO LEVEE. AREAS WITHIN ZONE "X" ARE DETERMINED TO BE OUTSIDE THE 0.2 ANNUAL CHANCE FLOOD PLAIN AS DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM. FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO.: 06067C0116H DATED: 08-16-2012

TITLE REPORT:

OLD REPUBLIC TITLE COMPANY
POLICY NUMBER A04286-FTYA-203812

PROPERTY OWNER / DEVELOPER:

FRANK ALBANESE
(916) 939-6561
LUIS OCON
(650) 520-6226

DESIGN	TEE	CHECK	TEE
DRAWN	TEE		
QUANT			

APPROVD | BY | DATE | REVISION | NO.

ORIGINAL SCALE IS IN INCHES 0 1 2

PRELIMINARY — NOT FOR CONSTRUCTION — 6-1-23 — CIVIL — STATE OF CALIFORNIA

LODESTAR

FRANK ALBANESE
LUIS OCON
1014 SIBLEY STREET
FOLSOM, CA 95630

1014 SIBLEY STREET
FOLSOM, CA 95630
APN 071-0200-056
VESTING TENTATIVE SUBDIVISION MAP

Sheet TSM
1 of 4
6/8/2023

PROJECT #22-007 - 1014 SIBLEY STREET, FOLSOM, CA 95630

L:_PROJECTS\2022\22-007 1014 Sibley Street Folsom_Subdivision\CAD\1_TENTATIVE SUBDIVISION MAP.dwg Jun 08, 2023 - 11:58 pm

Site Access and Circulation

Primary site access would be provided by three new 25-foot driveways located along Sibley Street. The three new driveways would also provide emergency vehicle access to the site (see Figure 4). Each of the six single-family residences would include a two-car garage located at the front of each residence, facing Sibley Street.

Landscaping

As part of the proposed project, up to 49 on-site trees would be removed. Landscaping improvements would be provided throughout the site, including between each lot, between each residence and its associated ADU, and in the areas between Sibley Street and the proposed residences (see Figure 4). All landscaping would comply with the State's Model Water Efficient Landscape Ordinance (MWELO).

Utilities

Treated water service for the proposed project would be provided by the City of Folsom. The proposed project would include construction of six new one-inch water lines extending south into the project site from the existing 12-inch water main in Sibley Street (see Figure 5).

Sanitary sewer service for the proposed project would also be provided by the City of Folsom. The City operates and maintains the sewer system, which collects wastewater flows from individual developments within the City. However, in an agreement with the Sacramento Regional County Sanitation District (SRCSD), wastewater is ultimately treated at the Sacramento Regional Wastewater Treatment Plant (WWTP) located in Elk Grove. The proposed project would include construction of six new four-inch sewer lines extending south into the project site from the existing six-inch sewer line in Sibley Street.

Stormwater runoff from impervious surfaces such as roofs, driveways, and sidewalks within the project site would be captured by three new drainage inlets located in the northern portion of the site, and would be routed by way of new 12-inch storm drain lines, which would connect to the proposed residences to a new 12-inch storm drain line located within Sibley Street along the project frontage (see Figure 6). Runoff would be routed through the approximately 359 feet of new 12-inch storm drain line along Sibley Street to an existing manhole located east of the site.

Off-Site Improvements

Several off-site improvements would be developed as part of the proposed project. Such improvements would include three 25-foot driveways to provide access to the site from Sibley Street, landscaping and sidewalk improvements along the Sibley Street right-of-way (ROW), and the construction of new utility and storm drain lines, as discussed above.

Discretionary Actions

The proposed project would require the following approvals from the City of Folsom:

- Adoption of the IS/MND;
- Adoption of an MMRP;
- Approval of a Rezone from R-4 and R-M PD to R-1-M PD;
- Approval of a Planned Development Permit; and
- Approval of a Vesting Tentative Subdivision Map.

Figure 4
Preliminary Site Plan

Figure 5
Preliminary Utility Plan

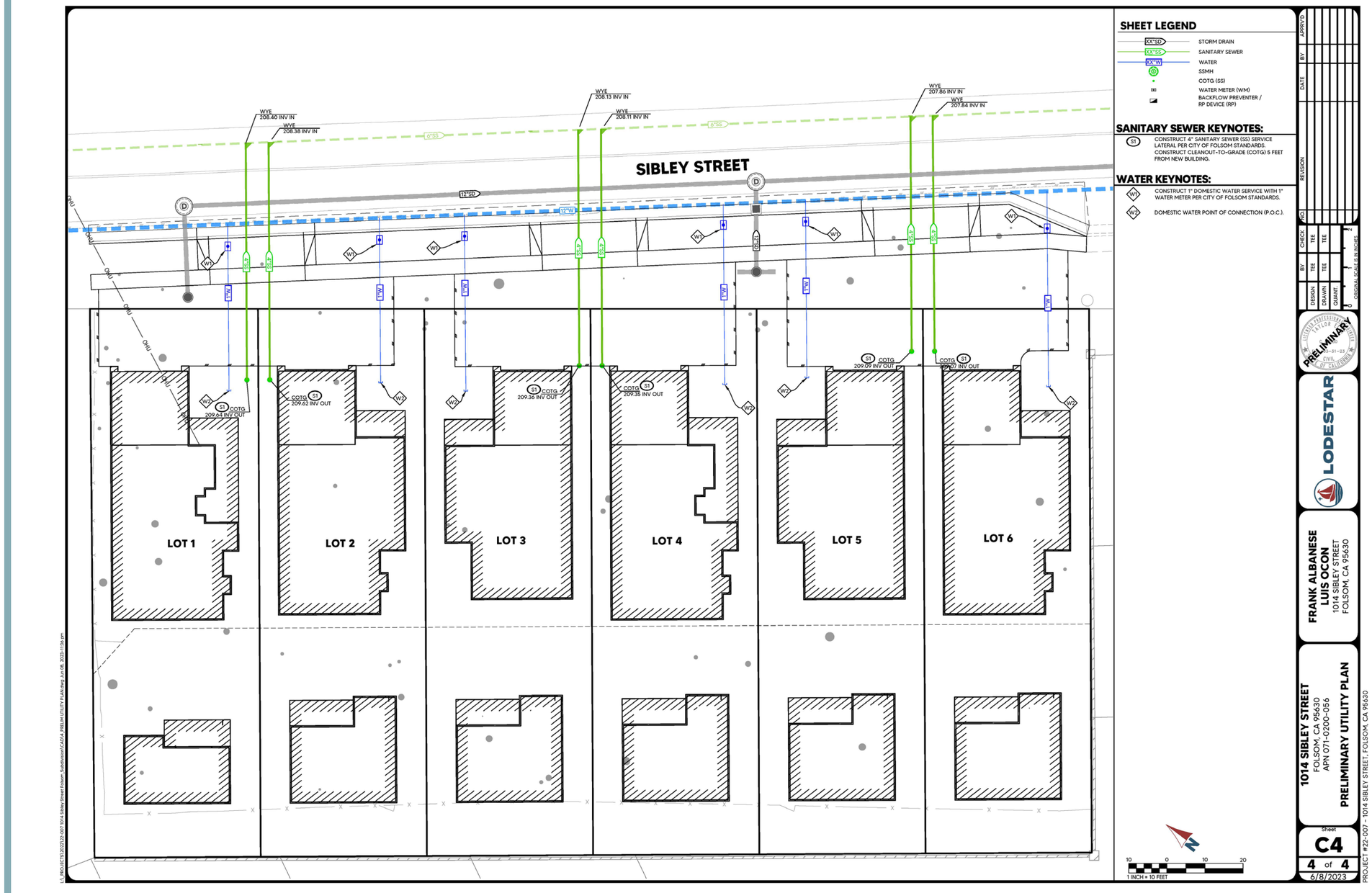
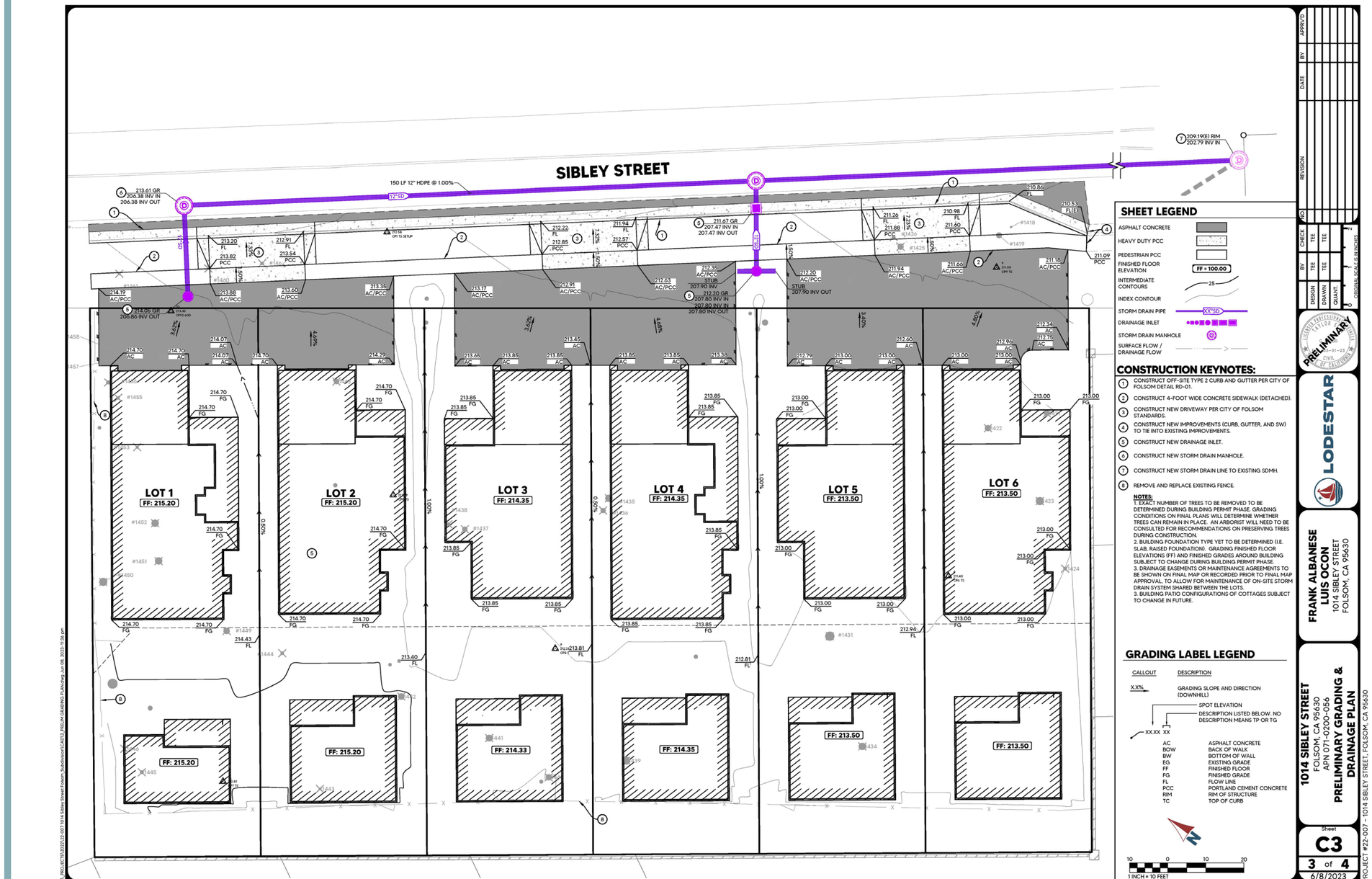


Figure 6
Preliminary Grading and Drainage Plan



G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	✖
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	✖
c. In non-urbanized 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 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?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. According to the City's 2035 General Plan PEIR, scenic vistas within the City include Folsom Lake and the American River Parkway. However, such scenic resource areas are not located in the vicinity of the project site, and, therefore, would not be affected by the proposed project.

According to the California Scenic Highway Mapping System, the project site is located approximately 20 miles east of SR 50, which is the nearest officially designated State Scenic Highway to the project site.[3] Because the project site is not visible from SR 50, the proposed project would not have the potential to damage scenic resources within a State scenic highway.

Based on the above, the proposed project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Therefore, ***no impact*** would occur.

c. The project site is currently developed with a single-family residence and five sheds, and various trees and shrubs are scattered throughout the property. The site is generally bound by single-family residences to the north, south, east, and west, and a mobile home park to the northwest. Pursuant to Appendix G of the CEQA Guidelines, because the project site is in an urbanized area, the relevant threshold is whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality rather than whether the project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

[3] California Department of Transportation. *California Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed June 2023.

The project site is currently designated SFHD by the City's General Plan and is zoned R-4 and R-M PD. The proposed project would require the approval of a Rezone to designate the site as R-1-M PD. However, the proposed zoning designation would not change the intended use of the site. Rather, the Rezone would allow for single-family residences, compared to the current R-4 zoning allowing only for multi-family residences. In addition, the proposed Rezone is intended to bring the zoning designation of the site into alignment with the project site's existing General Plan land use designation. Furthermore, the intent of the PD combining district is to encourage the efficient allocation and maintenance of open space; provide for the redistribution of overall density where such rearrangement is desirable; and provide the means for greater creativity and flexibility in design than are provided under the strict application of the other zoning district regulations.

Requirements for the PD combining district, such as a Development Plan and Design Standards, would be established as part of the adoption of the R-1-M PD zoning district for the project site. Following approval of the Rezone, the proposed project would comply with the adopted Final Development Plan of the R-1-M PD zoning district for the project site, which would include project-specific development standards. Finally, the proposed project and Rezone remain consistent with the General Plan designation for the site.

The project site has been previously anticipated for residential development by the City's General Plan, and impacts related to degradation of visual character and quality were analyzed in the General Plan PEIR. The proposed development would be generally consistent with the type of development anticipated for the site, as well as consistent with the existing surrounding residential development. In addition, the proposed project would comply with all applicable development standards.

Based on the above, while the proposed project would include a Rezone, the development would not conflict with regulations governing scenic quality, and a ***less-than-significant*** impact would occur.

d. The project site is currently developed with a single-family residence and five sheds, and, thus, contains existing sources of light and glare associated with such, including, but not limited to, headlights on cars and trucks using the on-site driveway, exterior light fixtures, and interior light spilling through windows. In addition, the site is surrounded by existing development that currently generates similar light and glare in the area. Therefore, while potential future redevelopment of the project site with six residential homes and six new ADUs would add new sources of light and glare to the site, such sources would be similar in nature to existing conditions and would not adversely affect day or nighttime views in the project area.

The proposed project would also be required to implement all relevant goals and policies of the City's General Plan. Applicable General Plan goals and policies designed to minimize impacts resulting from new sources of substantial light or glare include, but are not limited to, Policy NCR 2.1.3: Light Pollution Reduction. The policy requires the City to 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.

Compliance with the aforementioned policies from the City's General Plan would ensure that the light and glare created by the proposed project would be consistent with the levels of light and glare currently emitted in the surrounding area, and would not adversely affect

the existing residences surrounding the site. Therefore, the proposed project would result in a ***less-than-significant*** impact related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	☐	✖
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
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))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
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?	☐	☐	☐	✖

Discussion

a,e. Currently, the project site is developed with a single-family residence and five sheds. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is designated as "Urban and Built Up Land."[4] As such, the project site does not contain, and is not located adjacent to, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

The City of Folsom General Plan does not identify farmland resources within the project area, and the site is not designated, zoned, or used for farmland or other agricultural purposes. While the project would require approval of a Rezone, both the existing and proposed zoning designations allow for residential development. Therefore, development of the project site with non-agricultural uses has been previously analyzed in the General Plan PEIR, and impacts associated with development of the project site have already been anticipated by the City.

As a result, the project would result in ***no impact*** related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use.

b. The project site is currently zoned R-4 and R-M PD and, thus, has been anticipated for development with residential uses by the City. The project site is not zoned for agricultural use and is not under a Williamson Act contract.[5] Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and ***no impact*** would occur.

[4] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed June 2023.

[5] California Department of Conservation. *California Williamson Act Enrollment Finder.* Available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html. Accessed June 2023.

c,d. The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). As noted above, the project site is currently zoned R-4 and R-M PD. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and the project would not otherwise result in the loss of forest land or conversion of forest land to non-forest use. Thus, ***no impact*** would occur.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
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?	☐	☐	✖	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The City of Folsom is located within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_X), and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour $PM_{2.5}$ AAQS, and attainment or unclassified for all other criteria pollutant AAQS. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone AAQS, nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM_{10}, AAQS, and attainment or unclassified for all other State AAQS.

As a part of the SVAB federal ozone nonattainment area, the SMAQMD works with the other local air districts within the Sacramento area to develop a regional air quality management plan under the Federal Clean Air Act (FCAA) requirement. The regional air quality management plan is called the State Implementation Plan (SIP) which describes and demonstrates how Sacramento County, as well as the Sacramento nonattainment area, would attain the required federal ozone standard by the proposed attainment deadline. In accordance with the requirements of the FCAA, SMAQMD, along with the other air districts in the region, prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan) in December 2008. CARB determined that the Ozone Attainment Plan met FCAA requirements and approved the Plan on March 26, 2009 as a revision to the SIP. An update to the plan, the 2017 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2017 Ozone Attainment Plan), was prepared and adopted by CARB on November 16, 2017. An additional update to the plan was prepared and adopted by CARB on October 15, 2018, and known as the 2018 Updates to the California State Implementation Plan.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants for which the area is designated nonattainment, SMAQMD has developed the Guide to Air Quality Assessment in Sacramento County (SMAQMD CEQA Guide), which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under

nonattainment for ozone.[6] The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_X, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1. As shown in the table, SMAQMD has construction and operational thresholds of significance for PM_{10} and $PM_{2.5}$ expressed in both lbs/day and tons/yr. Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG.

Table 1
SMAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	--	65 lbs/day
NO_X	85 lbs/day	65 lbs/day
PM_{10}*	80 lbs/day 14.6 tons/yr	80 lbs/day 14.6 tons/yr
$PM_{2.5}$*	82 lbs/day 15 tons/yr	82 lbs/day 15 tons/yr

* The thresholds of significance for PM_{10} and $PM_{2.5}$ presented above are only applicable if all feasible best available control technology/best management practices (BACT/BMPs) are applied. If all feasible BACT/BMPs are not applied, then the applicable threshold is zero. All feasible BACT/BMPs would be applied to the proposed project.

Source: SMAQMD, SMAQMD CEQA Guide Revised April 2021.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational emissions were quantified using the web-based California Emissions Estimator Model (CalEEMod) software version 2022 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model.

The proposed project's modeling assumed the following:

- Construction would begin in May 2024 and occur over approximately seven months; and
- Demolition would involve the removal of 3,736 sf of building material.

The proposed project's estimated emissions associated with construction and operations and the project's contribution to cumulative air quality conditions are provided below. All CalEEMod results are included as Appendix A to this IS/MND.

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be

[6] Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.

generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the project is in a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$.

To apply the construction thresholds presented in Table 1, projects must implement all feasible SMAQMD best available control technology (BACTs) and best management practices (BMPs) related to dust control. The control of fugitive dust during construction is required by SMAQMD Rule 403, and enforced by SMAQMD staff. The BMPs for dust control include the following:

- 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 [CCR], 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 the California Air Resources Board's (CARB's) In-Use Off-Road Diesel-Fueled Fleets Regulation [CCR, 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; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Compliance with the foregoing measures is required pursuant to Rule 403, and project construction is assumed to include compliance with the foregoing measures. The foregoing measures would also be incorporated into the project through Conditions of Approval. Consequently, the project PM emissions are assessed in comparison to the thresholds presented in Table 1 above.

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2.

Table 2 Maximum Unmitigated Construction Emissions			
Pollutant	**Proposed Project Emissions**	**Threshold of Significance**	**Exceeds Threshold?**
NO_X	16.2 lbs/day	85 lbs/day	**NO**
PM_{10}	7.93 lbs/day and 0.07 tons/yr	80 lbs/day and 14.6 tons/yr	**NO**
$PM_{2.5}$	4.13 lbs/day and 0.04 tons/yr	82 lbs/day and 15 tons/yr	**NO**
Source: CalEEMod, July 2023 (see Appendix A).			

As shown in the table, the project's construction emissions would be below the applicable SMAQMD thresholds of significance for NO_X, PM_{10}, and $PM_{2.5}$. In addition, the proposed project would be required to comply with all SMAQMD rules and regulations for construction, which would further reduce construction emissions of criteria pollutants to levels lower than those presented in Table 2. Applicable rules and regulations would include, but would not be limited to, the following:

- Rule 403 related to Fugitive Dust;
- Rule 404 Related to Particulate Matter;
- Rule 407 related to Open Burning;
- Rule 442 related to Architectural Coatings;
- Rule 453 related to Cutback and Emulsified Asphalt Paving Materials; and
- Rule 460 related to Adhesives and Sealants.

Thus, in accordance with SMAQMD guidance, the proposed project would be considered to have a less-than-significant impact on air quality during construction.

Operational Emissions

SMAQMD has developed screening criteria to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 1. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with single-family housing is 485 units for ozone precursors and 1,000 units for particulate matter.[7] The proposed project involves the development of six single-family residential units and six ADUs, which would be below the operational screening criteria for both categories of criteria pollutants. Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not be expected to exceed SMAQMD thresholds of significance.

Nonetheless, to confirm this conclusion, operational air quality emissions were estimated using CalEEMod, and are presented in Table 3. As shown in the table, the proposed project's maximum unmitigated operational emissions or criteria pollutants would be below the applicable thresholds of significance and, as a result, impacts related to operational emissions would be considered less than significant.

[7] Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.

Table 3
Maximum Unmitigated Operational Emissions

Pollutant	Project Emissions	Operational Threshold	Exceeds Threshold?
ROG	1.14 lbs/day	65 lbs/day	**NO**
NO_X	0.62 lbs/day	65 lbs/day	**NO**
PM_{10}	0.70 lbs/day and 0.13 tons/yr	80 lbs/day and 14.6 tons/yr	**NO**
$PM_{2.5}$	0.19 lbs/day and 0.03 tons/yr	82 lbs/day and 15 tons/yr	**NO**

Source: CalEEMod, July 2023 (see Appendix A).

Cumulative Emissions

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The non-attainment status of regional pollutants, including ozone and PM, is a result of past and present development and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

Adopted SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of SMAQMD's planning efforts, according to the SMAQMD CEQA Guide, by exceeding the SMAQMD's project-level thresholds for construction or operational emissions, a project could contribute to the region's non-attainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts.

As discussed above, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance for criteria pollutants. Therefore, the project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be considered less than significant.

Conclusion

As discussed above, both construction-related and operational emissions resulting from implementation of the proposed project would be below SMAQMD's applicable thresholds of significance. Because the proposed project would result in emissions below the applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Thus, a ***less-than-significant*** impact would result.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly,

the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. In the vicinity of the project site, sensitive land uses include existing single-family residences to the north, south, east, and west of the project site; multi-family housing to the north and east of the project site; and a mobile home park to the northwest of the project site. The nearest receptors are located approximately 40 feet to the south of where project construction would occur.

The major pollutant concentrations of concern are localized CO, toxic air contaminants (TACs), and criteria pollutants, which are discussed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Pursuant to the SMAQMD CEQA Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.[8] The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at the project site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. Consequently, the proposed project would result in a less-than-significant impact related to localized CO emissions.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards.[9] The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction would be temporary and would occur over a relatively short duration in comparison to the operational lifetime of the proposed project. While methodologies for conducting health risk assessments are associated with long-term exposure periods (e.g., over a 30-year period or longer), construction activities associated

[8] Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

[9] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

with the proposed project were estimated to occur over an approximately seven-month period. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. In addition, all construction equipment and operation thereof would be regulated pursuant to the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of BACTs. Additionally, project construction would be required to comply with all applicable SMAQMD rules and regulations, as detailed above. Construction activities would also be limited to daytime hours, pursuant to Section 8.42.060 of the City's Municipal Code. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low, and the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

Criteria Pollutant Emissions

Rulings from the California Supreme Court (including the *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 case regarding the proposed Friant Ranch Project) have underscored the need for analysis of potential health impacts resulting from the emission of criteria pollutants during operations of proposed projects. Although analysis of project-level health risks related to the emission of CO and TACs has long been practiced under CEQA, the analysis of health impacts due to individual projects resulting from emissions of criteria pollutants is a relatively new field. In October 2020, SMAQMD finalized the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (Guidance) for the analysis of criteria emissions in areas within the SMAQMD's jurisdiction.[10] The Guidance represents SMAQMD's effort to develop a methodology that provides a consistent, reliable, and meaningful analysis in response to the Supreme Court's direction on correlating health impacts to a project's emissions.

The Guidance was prepared by conducting regional photochemical modeling, and relies on the U.S. Environmental Protection Agency's (USEPA's) Benefits Mapping and Analysis Program (BenMAP) to assess health impacts from ozone and $PM_{2.5}$. SMAQMD has prepared two tools that are intended for use in analyzing health risks from criteria pollutants. Small projects with criteria pollutant emissions close to or below SMAQMD's adopted thresholds of significance may use the Minor Project Health Effect Screening Tool, while larger projects with emissions between two and six times greater than SMAQMD's adopted thresholds may use the Strategic Area Project Health Screening Tool. Considering the proposed project would result in emissions lower than the SMAQMD's thresholds of significance (see Table 3), the proposed project would qualify for use of the Minor Project Health Effects Screening Tool. It is important to note, however, that the Minor Project Health Effects Screening Tool applies the assumption that all small projects result in emissions of criteria pollutants equal to the SMAQMD thresholds of significance. As shown in Table 3, the proposed project would result in operational emissions well below the SMAQMD thresholds of significance and, thus, the health impacts calculated for the proposed project using in the Minor Project Health Effects Screening Tool are highly conservative. The project's actual health impacts associated with criteria pollutant emissions would be expected to be much less than what is presented

[10] Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. October 2020.

herein based on the aforementioned SMAQMD tool. Results from the Minor Project Health Effects Screening Tool are shown in Table 4.

As shown in the table, according to the Minor Project Health Effects Screening Tool, which is based on the highly conservative assumption that the proposed project would emit criteria pollutants at levels equal to the SMAQMD thresholds of significance, the proposed project could result in an increase of 0.042 premature deaths per year due to the project's $PM_{2.5}$ emissions. Such numbers would represent a very small increase to the background incidence of 2.0 premature deaths per year due to $PM_{2.5}$ and ozone concentrations (0.0045 percent and 0.00014 percent increase, respectively, across the SMAQMD region). In addition, according to the Minor Project Health Effects Screening Tool, $PM_{2.5}$ emissions from the proposed project could result in 0.67 asthma-related emergency room visits, and ozone emissions from the proposed project could result in 0.59 asthma-related emergency room visits. Such numbers represent a minute increase over the background level of asthma-related emergency room visits (0.0036 percent and 0.0032 percent, respectively).

As noted above, because the proposed project's emissions would be substantially below the SMAQMD thresholds of significance, the project's actual health impacts associated with criteria pollutant emissions would be much lower than what is presented above.

Furthermore, the SMAQMD criteria pollutant thresholds of significance were established with consideration given to the health-based AAQS, and are designed to aid SMAQMD in achieving attainment of the AAQS. The thresholds of significance represent emissions levels that would ensure that project-specific emissions would not inhibit attainment of AAQS and, therefore, would not adversely affect public health. Considering that implementation of the proposed project would not result in emissions of criteria pollutants that would exceed the SMAQMD standards, the proposed project would not inhibit attainment of AAQS and would not result in adverse health impacts related to the emission of criteria pollutants.

The results of the Minor Project Health Effects Screening Tool have been presented for informational purposes only. Overall, because the proposed project would be relatively small compared to the regional growth and development that drives health impacts from criteria pollutants, and the anticipated air quality emissions would fall below all applicable thresholds of significance, potential health impacts related to criteria air pollutants would be less than significant.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of pollutants, including localized CO, TACs, or criteria air pollutants during construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections "a" through "c" above. Therefore, the following discussion focuses on emissions of odors and dust.

Table 4
Health Effects from Proposed Project

Health Endpoint	Age Range[1]	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3] (%)	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory $PM_{2.5}$				
Emergency Room Visits, Asthma	0-99	0.67	0.0036	18,419
Hospital Admissions, Asthma	0-64	0.042	0.0023	1,846
Hospital Admissions, All Respiratory	65-99	0.29	0.0015	19,644
Cardiovascular $PM_{2.5}$				
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.15	0.00064	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.000055	0.0014	4
Acute Myocardial Infarction, Nonfatal	25-44	0.0049	0.0016	308
Acute Myocardial Infarction, Nonfatal	45-54	0.013	0.0017	741
Acute Myocardial Infarction, Nonfatal	55-64	0.021	0.0017	1,239
Acute Myocardial Infarction, Nonfatal	65-99	0.096	0.0019	5,052
Mortality $PM_{2.5}$				
Mortality, All Cause	30-99	2.0	0.0044	44,766
Respiratory Ozone				
Hospital Admissions, All Respiratory	65-99	0.062	0.00032	19,644
Emergency Room Visits, Asthma	0-17	0.21	0.0036	5,859
Emergency Room Visits, Asthma	18-99	0.38	0.0031	12,560
Mortality Ozone				
Mortality, Non-Accidental	0-99	0.042	0.00014	30,386

1 Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

2 Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.

3 The percent of background health incidence uses the mean incidence. 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 of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

4 The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.

5 The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.

Source: SMAQMD, Minor Project Health Effects Screening Tool Version 2. July 2023 (see Appendix A).

Odors

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. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative or formulaic methodologies to determine the presence of a significant odor impact are difficult. Adverse effects of odors on residential areas and other sensitive receptors warrant the closest scrutiny; but consideration should also be given to other land use types where people congregate, such as recreational facilities, worksites, and commercial areas. The potential for an odor impact is dependent on a number of variables, including the nature of the odor source, distance between a receptor and an odor source, and local meteorological conditions.

Examples of land uses that have the potential to generate considerable odors include, but are not limited to, WWTPs, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The proposed project would not introduce any such land uses. Furthermore, residential uses are not typically associated with odors and the proposed project would be consistent with typical residential uses. In addition, the proposed project would be subject to all relevant regulations related to odors. The SMAQMD regulates objectionable odors through Rule 402 (Nuisance), which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made after the proposed project is approved, the SMAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

Dust

As noted previously, construction of the proposed project is required to comply with all applicable SMAQMD rules and regulations, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter), and all applicable BACTs and BMPs. Furthermore, all projects within Sacramento County are required to implement the SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would help to ensure that dust is minimized during project construction. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the reasons discussed above, construction and operation of the proposed project would not result in emissions, such as those leading to odors and/or dust, that would adversely affect a substantial number of people, and a ***less-than-significant*** impact would occur.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	✖	☐	☐
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 US Fish and Wildlife Service?	☐	☐	☐	✖
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?	☐	☐	☐	✖
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	✖	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	✖

Discussion

a. The following discussion is based primarily on the findings of a Preliminary Biological Resources Assessment (BRA) prepared for the project by Barnett Environmental (see Appendix B).[11]

Several species of plants and animals within the State of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the state's human population grows and the habitats the species occupy are converted to agricultural and urban uses. State and federal laws have provided the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened, or endangered. Collectively, these plants and animals are referred to as "special-status species." Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. Special-status species include the following:

[11] Barnett Environmental. *Preliminary Biological Resources Assessment of the 1014 Sibley Street Residences Project in Folsom, CA 95630.* July 7, 2023.

- Plant and wildlife species that have been formally listed as threatened or endangered, or are candidates for such listing by the CDFW or National Marine Fisheries (NMFS);
- Plant and wildlife species that have been listed as threatened or endangered or are candidates for such listing by the CDFW;
- CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;
- CDFW Fully Protected Species; and
- Species on CNPS Lists 1 and 2, which are considered to be rare, threatened, or endangered in California by the CNPS and CDFW.

In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on CNPS Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

Barnett Environmental conducted a data review in order to identify potential biological resource constraints and assess the suitability of habitats on the project site to potentially support State- and federally-protected species. The literature review included a review of the following databases:

- CalFlora What Grows Here? And Observation Search query for the project site;
- California Aquatic Resources Inventory;
- California Native Plant Society (CNPS) Rare Plant Inventory website;
- California Natural Diversity Database (CNDDB) query of Plant and Wildlife Species on the project site and the vicinity;
- Preliminary Arborist Report & Tree Inventory for 1014 Sibley Street, as prepared by California Tree & Landscape Consulting Inc. (May 2022);
- USFWS Information for Planning and Conservation (IpaC) query for the project site;
- USFWS National Wetlands Inventory website; and
- US Natural Resources Conservation Service Web Soil Survey website.

In addition, Barnett Environmental conducted an intensive pedestrian survey of the project site on June 28, 2023 to identify on-site habitats, which could potentially support special-status species, and to determine the likelihood of any occurrences of special-status species. The site visit also included a survey of potential nesting habitat and an assessment of general site conditions within the project site.

The results of the database review and field survey conducted as part of the BRA are discussed in further detail below.

Special-Status Plants

According to the BRA, suitable habitat for any special-status plant species to occur is not present within the project site. In addition, riparian habitat, federally protected wetlands, or aquatic features do not occur on-site, which are often necessary for special-status plant species to be present. Furthermore, the project site is located in an urban area, and has been subject to ongoing human disturbance. Therefore, with the BRA concluded that rare or special-status plant species have a negligible chance of occurring on-site due to the

site's urban location and long-disturbed nature. As such, the proposed project would not result in adverse effects to special-status plant species.

Special-Status Wildlife

Due to the low-quality habitat on the project site, only a single, special-status wildlife species (the American badger) was identified within the BRA as having the potential to occur within the site. The proposed project's potential to result in adverse effects to the special-status wildlife species, as well as any nesting raptors and migratory birds protected by the MBTA, is discussed in further detail below.

American Badger

American badger is a California "species of special concern." The species is found in a variety of habitats, especially in open habitats such as oak-savannah and grasslands where the species' presence is typically identified by distinctive, large underground dens (burrows) excavated in friable (loose) soils. The nocturnal mammal is rarely observed during field surveys.

According to the BRA, the American Badger was identified as having potential to occur within the project area. Specifically, the BRA noted that the species could have the potential to traverse the site at night, when humans would not be active or present. However, the BRA concluded that the low-quality habitat on the project site, as well as routine disturbance of the site due to human activity likely precludes the American Badger from occurring on-site. In addition, construction activities associated with the proposed project would occur during daytime hours and would result in noise and human activity that would likely prevent the American Badger from entering the site. As such, the proposed project would not result in adverse impacts to the American Badger.

Nesting Raptors and Migratory Birds

The project site contains existing trees, including various native oaks and conifers, as well as landscaping trees, which are scattered throughout the project site and could provide nesting habitat for raptors and migratory birds protected by the MBTA. Such trees would be removed as part of the proposed project. Construction activities that adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds constitute a violation of State and federal laws. Thus, in the event that such species occur on-site during the breeding season, project construction activities could result in an adverse effect to species protected under the MBTA.

Conclusion

Based on the above, special-status plants do not have the potential to occur on-site and, thus, would not be impacted by the proposed development. In addition, the proposed project would not result in adverse impacts to the American Badger. However, the project site contains suitable nesting trees for other raptors and migratory birds protected by the MBTA. Thus, construction activities associated with the proposed project could have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS, and a ***potentially significant*** impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a ***less-than-significant*** level.

IV-1. A qualified biologist shall conduct a preconstruction nesting bird survey of all areas associated with construction activities, and a 100-foot buffer around these areas, within 14 days prior to commencement of construction if construction occurs during the nesting season (February 1 through August 31). The results of the preconstruction nesting bird survey shall be submitted to the City of Folsom. If nests are not found during the survey, further measures shall not be required. If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with the CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, further measures are not necessary.

b,c. During the field survey conducted as part of the BRA prepared for the proposed project, potentially jurisdictional habitats, riparian habitat, federally protected wetlands, and other sensitive natural communities, as well as aquatic features, were not found on the project site. Therefore, the proposed project would not have a substantial adverse effect on riparian habitat, sensitive natural communities, or federally protected wetlands, and ***no impact*** would occur.

d. The project site is located in an urbanized area and is generally bound by single-family residences to the north, south, east, and west; and a mobile home park to the northwest. The developed nature of the surrounding area precludes the use of the project site as a migratory corridor. Therefore, the project site and surrounding existing uses do not support any substantial wildlife movement corridors or wildlife nursery sites. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a ***less-than-significant*** impact would occur.

e. According to the Arborist Report prepared for the project (see Appendix C), of the 49 trees located within the project site, 35 are protected under the City of Folsom Tree Preservation Ordinance.[12] Chapter 12.16 of the Folsom Municipal Code requires the preservation of protected trees within the City. Because the proposed project would require removal of protected trees, pursuant to Section 12.16.050 of the City's Municipal Code, a Tree Removal Permit must be obtained from the City's Community Development Department. The conditions for approval of a Tree Removal Permit application can include, but are not limited to, an approved tree protection and mitigation plan and a certificate of compliance showing replacement planting is complete. In addition, the City would impose tree replacement standards or fees pursuant to Sections 12.16.150 and 12.16.160 of the Municipal Code for any protected trees proposed for removal.

For any protected trees that would be retained on-site during development of the proposed project, pursuant to Section 12.16.180 of the Municipal Code, the property owner would be required to maintain any protected trees that would be retained as part of the project.

[12] California Tree and Landscape Consulting, Inc. *Preliminary Arborist Report & Tree Inventory.* May 25, 2022.

Based on the City's Municipal Code standards, routine maintenance activities may include, but are not limited to, pruning, dead branch removal, and mowing or trimming grass or other ground cover close to a tree. Because the proposed project would comply with Chapter 12.16 of the City's Municipal Code, the proposed project would not conflict with the City's tree preservation ordinances. Without compliance with such regulations, a ***potentially significant*** impact could occur related to conflicting with local policies or ordinances protecting biological resources.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a ***less-than-significant*** level.

IV-2. *Prior to the removal of any protected trees, a Tree Removal Permit shall be obtained from the City of Folsom, and the project applicant shall comply with all applicable requirements included in the Folsom Municipal Code. If the project applicant determines that one or more of the protected trees may be retained, a Tree Preservation Plan shall be prepared for the proposed project identifying all protection and mitigation measures to be taken. The measures shall remain in place for the duration of the construction activities at the project site. The Tree Preservation Plan shall be submitted to and approved by the City of Folsom Community Development Department.*

f. The project site is not located within the boundaries of any Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. As a result, ***no impact*** would occur related to conflicts with an adopted HCP, NCCP, or other approved local, regional, or State HCP.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✖	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

The following is primarily based on a Cultural Resources Study prepared for the proposed project by Tom Origer & Associates.[13]

a. The Cultural Resources Study prepared for the proposed project consisted of archival research to identify any previously recorded cultural resources and a field survey, conducted on June 21, 2023, of the entire project site. A records search was also conducted to obtain archaeological, ethnographic, historical, and environmental information about the project site and surrounding area. The literature review included site base maps, survey reports, and aerials. On June 21, 2023, the North Central Information Center (NCIC) performed a records search of the State Office of Historic Preservation (OHP) for previous cultural resource site records. The search determined that the project site has not been subject to any previous cultural studies; however, four studies have been conducted within a 0.25-mile radius of the project site. While previously documented pre-contact and historic archaeological sites, architectural resources, or traditional cultural properties have not been recorded at the project site, two previously recorded cultural resources have been recorded within a 0.25-mile radius of the project site. Additionally, the project site would be located within the Folsom Mining District, which encompasses areas within the City that feature historical resources, including, but not limited to, prospect pits, tailing piles, and tunnels. However, the previously identified archaeological and cultural resources are located outside the project site boundaries, and would not be affected by the proposed project.

The project site consists of a total of six structures within the project site, including the single-family residence and the five sheds. The single-family residence is a single-story, wood-framed, gable-roofed building on a rectangular plan and is clad in stucco. The façade has an offset, gabled portico. On the rear, there is a gabled addition. Many of the windows have been boarded over, but the ones that are visible indicate a mix of wood and aluminum sashes, as well as a mix of horizontal sliders, vertical sliders, and casement windows.

The largest shed is gabled, and has shed additions on three of the four building sides. The roof consists of a mix of corrugated fiberglass and corrugated metal. The siding is a mix of corrugated fiberglass and plywood. The windows vary, and look clearly scavenged. The next largest shed consists of two shed-roofed buildings of differing heights that meet in the middle. The roof is corrugated metal and the siding consists of plywood.

[13] Tom Origer & Associates. *Cultural Resources Study of 1014 Sibley Street Folsom, Sacramento County, California.* June 29, 2023.

The third shed is a gabled building with a corrugated metal roof and vertical board siding. The fourth shed is a small, gabled building with a corrugated metal roof and horizontal board siding. The fifth shed is a modern sheet metal garden shed.

In order to determine whether the aforementioned on-site structures are historically significant, the structures were evaluated using the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) eligibility criteria.

The NRHP and CRHR eligibility criteria include the following:

(1)/(A) 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 U.S.;
(2)/(B) It is associated with the lives of persons important to local, California, or national history;
(3)/(C) 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; or
(4)/(D) 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 resources must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be at least 45 years old, except in exceptional circumstances. After a review of 19th- and 20th-century maps and County records.

Tom Origer & Associates determined that the house was constructed on the project site in 1940. However, the house and sheds are simple vernacular buildings. Evidence that the project site was used for a specific purpose, such as for agriculture or another industry, that would have contributed to an important part of Folsom or the County of Sacramento's history does not exist. Given that evidence that this property is potentially important does not exist, the existing on-site structure do not appear eligible for inclusion on the NRHP or CRHR.

Therefore, development of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines, and a ***less-than-significant*** impact would occur.

b,c. As discussed above, previously documented archaeological sites, architectural resources, or traditional cultural properties have not been discovered in the project site. In addition, archaeological site indicators were not observed on-site during the field survey conducted by Tom Origer & Associates on June 21, 2023. On June 28, 2023, the Native American Heritage Commission (NAHC) conducted a records search of the Sacred Lands File (SLF), which indicated that archaeological and other cultural resources are not known to be present in the project vicinity.

Based on the age of the project site and the environmental setting, Tom Origer & Associates determined that a very low potential exists for buried resources to occur within the project site. In addition, the results of the SLF record search indicated that archaeological and other cultural resources are not known to be present in the project vicinity. While the project site has been subject to ground disturbance associated with past

development, unknown archaeological resources, including human remains, have the potential to be uncovered during future ground-disturbing construction and excavation activities at the subject property. If previously unknown resources are encountered during construction activities, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries. Therefore, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a ***less-than-significant*** level.

V-1. *If historic or archeological resources are encountered during subsurface excavation activities, all construction activities within a 100-foot radius of the resource shall cease until a qualified archaeologist determines whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation forms and evaluated for significance in terms of California Environmental Quality Act (CEQA) criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites.*

If the resource is determined to be significant under CEQA, the City and a qualified archaeologist shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan for the resource. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System), and provide for the permanent curation of the recovered materials.

V-2. *If human remains, or remains that are potentially human, are found during construction, a professional archeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance, all such work shall be halted immediately within 100 feet and the developer shall immediately notify the Community Development Department and the appropriate Federal and State agencies of the discovery. The archaeologist shall notify the City of Folsom Community Development Department and the Sacramento County Coroner (per §7050.5 of the State Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, §5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant*

(MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the applicant does not agree with the recommendations of the MLD, the NAHC can mediate (§5097.94 of the Public Resources Code). If an agreement is not reached, the qualified archaeologist or most likely descendent must rebury the remains where they will not be further disturbed (§5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation or easement, or recording a reinternment document with the county in which the property is located (AB 2641). Work cannot resume within the no-work radius until the Folsom Community Development Department, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations, are provided below.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2023. [14] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar PV system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards, went into effect starting January 1, 2023. The 2022 standards provide for additional

[14] California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structure would consume energy efficiently.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site and off-site improvement areas would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated by the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, construction activities would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, SMUD and PG&E would provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, refrigeration, appliances, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed residential development.

The proposed residential project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the 2022 CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by SMUD would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Pursuant to the 2022 CBSC, the proposed project would be required to incorporate rooftop solar panels to meet the electricity demands of future residents, as well as battery storage systems to help offset consumption during peak periods on the grid and electric-ready home wiring. Thus, a portion of the energy consumed during operation of the proposed project would originate from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS/MND, the project site is not anticipated to substantially increase Vehicle Miles Traveled (VMT). Furthermore, the City of Folsom and surrounding areas provides residents with numerous public transportation options. Transit options include local light rail stations, local bus stops, and other modes of public transit. Transit would provide access to several grocery stores, restaurants, and businesses within close proximity to the project site. The site's access to public transit and proximity to pedestrian facilities, such as existing sidewalks along Sibley Street, would reduce VMT and, consequently, fuel consumption associated with the proposed single-family residences.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖	☐
iv. Landslides?	☐	☐	✖	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
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?	☐	☐	✖	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✖	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

ai-ii. According to the City of Folsom General Plan PEIR, the City of Folsom is not located within an Alquist-Priolo Earthquake Fault Zone and is not located in the immediate vicinity of an active fault.[15] The nearest active fault is the Dunnigan Hills Fault, which is located approximately 40 miles west of the project site. The fault has shown activity in the last 11,000 years, but not in the last 200 years. Thus, the potential for fault rupture risk at the project site is relatively low.

An earthquake of moderate to high magnitude generated by the above fault could cause considerable ground shaking at the project site. However, General Plan Policy SN 2.1.1 requires all new buildings to be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Conformance with the design standards is verified by the City prior to the issuance of building permits. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage, but with some non-structural damage; and 3) resist major earthquakes without collapse, but with some structural, as well as non-structural damage. Although conformance with the CBSC does not guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake, conformance with the CBSC can reasonably be assumed to ensure structures would be survivable, allowing occupants to safely evacuate in the event of a major earthquake.

[15] City of Folsom. *2035 General Plan Update Draft PEIR*. March 2018.

Conformance with the CBSC design standards is enforced through building plan review and approval by the City. Based on the above, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking. Thus, a ***less-than-significant*** impact would occur.

aiii,aiv,
c. The proposed project's potential effects related to liquefaction, subsidence/settlement, landslides, and lateral spreading are discussed in detail below.

Liquefaction

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. Additionally, loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence or settlement.

The California Geological Survey has not evaluated the project site for liquefaction hazards.[16] The nearest known liquefaction zone is located approximately 45 miles southwest of the project site. Additionally, given that the proposed project would be consistent with the project site's General Plan land use designation, the risks from liquefaction have been previously analyzed in the Folsom 2035 General Plan Update PEIR. The General Plan PEIR concluded that the potential for soil liquefaction is low throughout the City. Therefore, implementation of the proposed project would not result in risks related to liquefaction, either seismically induced or otherwise.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years.

According to the City of Folsom General Plan PEIR, the City is not anticipated to experience subsidence. Therefore, impacts related to subsidence and settlement would be anticipated to be less than significant.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is entirely flat, and is entirely surrounded by existing development. Steep, unstable slopes do not exist on-site or within the project site vicinity. Therefore, the proposed project would not be subject to substantial landslide risks.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically,

[16] California Department of Conservation. *California Earthquake Hazards Zone Application*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 2023.

lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain any slopes and is not located near any open faces that would be considered susceptible to lateral spreading. In addition, as previously discussed, the proposed project would not be subject to substantial risks related to liquefaction. Based on the above, the potential for lateral spreading to pose a risk to the proposed development is low.

Conclusion

Based on the above, the proposed project would not be subject to substantial risks related to liquefaction, landslides, or lateral spreading. Compliance with City policies and standard construction regulations included in the CBSC would ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving subsidence or settlement. Furthermore, the proposed project would not 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 subsidence, liquefaction, or collapse. Thus, a ***less-than-significant*** impact would occur.

b. Issues related to erosion and degradation of water quality during construction are discussed in further detail in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, a ***less-than-significant*** impact would occur.

d. Expansive soils can undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. Expansive soils can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundation. Building damage due to volume changes associated with expansive soil can be reduced by a variety of solutions. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Exposed soils must be kept moist prior to placement of concrete for foundation construction. Shrink/swell potential is measured by a soil's linear extensibility, with a low potential rating less than 3 percent, moderate between 3 percent and 6 percent, high between 6 percent and 9 percent, and very high potential above 9 percent.

According to the City's General Plan PEIR, the areas within the City underlain by Red Bluff soils generally have moderate shrink-swell potential. As shown on Figure 11-2 of the General Plan PEIR, the project site has been identified as being located within a moderate shrink-swell potential area. Additionally, according to the U.S. Department of Agriculture Natural Resources Conservation Service's (NRCS) Web Soil Survey, soils within the majority of the project site (96 percent of the site) are comprised of Red Bluff soils. The remaining four percent of soils on the project site are comprised of xerorthents, or material modified by human activity, and dredge tailings.[17]

According to the NRCS web soil survey, the Red Bluff soils on-site have a linear extensibility rating of 4.2 percent, and the xerorthents soils have a linear extensibility rating of 1.5 percent. Therefore, the majority of the project site is underlain by soils that are considered to be moderately expansive.

[17] U.S. Department of Agriculture Natural Resources Conservation Service. *Web Soil Survey*. Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed July 2023.

Based on the above, the proposed project has the potential to create substantial direct or indirect risks to life or property related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994). Therefore, the proposed project could create substantial direct or indirect risks to life or property and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a ***less-than-significant*** level.

VII-1. *Prior to approval of any grading permits, a design-level Geotechnical Analysis shall be conducted by a California Registered Civil Engineer or Geotechnical Engineer to characterize the subsurface conditions of the project site. The report shall address and make recommendations on the following:*

- *Road, pavement, and parking area design;*
- *Structural foundations, including retaining wall design (if applicable);*
- *Grading practices;*
- *Erosion/winterization;*
- *Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and*
- *Slope stability.*

All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design.

e. The proposed project would connect to existing City sewer infrastructure. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. The City's General Plan does not indicate the existence of any unique geologic features within the City. Consequently, the proposed project would not be anticipated to result in direct or indirect destruction of unique geologic features. Similarly, the City's General Plan PEIR indicates that known paleontological resources do not occur within the City, but do exist along the Modesto-Riverbank, Mehrten, and Ione formations within Sacramento County.[18] Therefore, the General Plan PEIR included mitigation measures to ensure impacts related to paleontological resources would be reduced to less-than-significant. Because the proposed project is consistent with the project site's General Plan land use designation, development of the site has already been anticipated. In addition, the project site has been subject to past disturbance during development of the existing on-site

[18] City of Folsom. *2035 General Plan Update Draft PEIR* [pg. 10-12]. March 2018.

structures. Nonetheless, previously unknown paleontological resources could exist within the project site. Thus, ground-disturbing activity, such as grading, trenching, or excavating associated with implementation of the proposed project, could have the potential to disturb or destroy such resources. Therefore, the proposed project could result in the direct or indirect destruction of a unique paleontological resource, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a ***less-than-significant*** level.

VII-1. *Should construction or grading activities result in the discovery of unique paleontological resources, all work within 100 feet of the discovery shall cease. The Community Development Department shall be notified, and the resources shall be examined by a qualified archaeologist, paleontologist, or historian, at the developer's expense, for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist, paleontologist, or historian shall submit to the Community Development Department for review and approval a report of the findings and method of curation or protection of the resources. Work may only resume in the area of discovery when the preceding work has occurred.*

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	✖	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	✖	☐	☐

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

SMAQMD has adopted qualitative thresholds of significance for GHG emissions during operations of projects. However, SMAQMD's CEQA Guidelines note that where local jurisdictions have adopted thresholds or guidance for analyzing GHG emissions, the local thresholds should be used for the project analysis. The City of Folsom has adopted a GHG Emissions Reduction Strategy, which serves as the City's Climate Action Plan (CAP) to provide a jurisdiction-wide approach to the analysis of GHG emissions. The City's Emissions Reduction Strategy (ERS) includes Citywide measures intended to reduce emissions from existing sources, as well as measures aimed at reducing emissions from future sources related to development within the City.

The GHG ERS includes a consistency checklist to be used in analyzing the consistency of new development projects within the City of Folsom with the City's ERS. The checklist contains measures that are required to be implemented to ensure that the emissions targets contained in the General Plan are achieved. Accordingly, the consistency checklist has been completed for the proposed project and is summarized below. Please refer to Appendix D for the full checklist.

The consistency checklist requires that a project is either consistent with the City's General Plan and zoning designations, or meets certain criteria regarding density, location, or GHG intensity. The City of Folsom General Plan designates the project site as SFHD. The proposed project would be consistent with the project site's General Plan land use designation. In addition, while the proposed project would require a Rezone from R-4 and R-M PD to R-1-M PD, the proposed Rezone is intended to bring the zoning designation of the site into alignment with the project site's existing General Plan land use designation.

The consistency checklist also includes a list of measures that the proposed project would be required to implement to ensure consistency with the GHG Reduction Measures included in the ERS of the City's General Plan. For example, the proposed project would be required to comply with the Tier 1 mandatory residential requirements of the California Green Building Standards Code (CALGreen), which would ensure that the proposed project is consistent with GHG Reduction Measure E-1. As part of compliance with the

CALGreen code, each residential unit proposed as part of the project would be required to include a solar PV system sufficient to meet 100 percent of the unit's electricity demand. In addition, pursuant to the 2022 CALGreen Code, single-family residential projects are required to install a listed raceway to accommodate a dedicated 208/240-volt branch circuit for each unit, which would be suitable for EV charging. Compliance with the aforementioned CalGreen Code requirement would ensure the proposed project's consistency with GHG Reduction Measure T-8. Furthermore, the proposed project would be required to comply with all applicable water efficiency, conservation, and waste diversion measures, as outlined in the 2022 CALGreen Code, which would ensure the proposed project would be consistent with GHG Reduction Measures SW-1 and W-1. Finally, given that the project site is located within a half-mile of a light rail station, the proposed project would be consistent with GHG Measure T-1.

However, to ensure consistency with GHG Measure T-6, the consistency checklist requires the use of high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) construction equipment during all construction activities. The project applicant has not yet committed to the use of high-performance diesel during construction activities. Therefore, without the implementation of mitigation, a significant impact could occur related to conflict with the Folsom GHG Emissions Reduction Strategy.

Based on the above, because consistency with GHG Reduction Measure T-6 cannot be ensured, the proposed project could generate GHG emissions that would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. Therefore, impacts would be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a ***less-than-significant*** level.

VIII-1. *Prior to the start of construction activities, the project applicant shall submit a construction equipment inventory list to the City Engineer demonstrating that all construction equipment for the proposed project would use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD). Proof of compliance shall be submitted to the City's Community Development Department for review and approval.*

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	✖	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	✖	☐
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?	☐	☐	☐	✖
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?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Residential developments are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. Future operations of the proposed residences on the project site could involve the use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount that could reasonably be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

The following discussion provides an analysis of potential hazards related to the proposed construction activities and the project's potential to exacerbate any existing on-site hazardous conditions.

Construction Activities

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and the use of other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and

Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Existing On-Site Hazardous Conditions

A development project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment should a site contain potential Recognized Environmental Conditions (RECs) that are not properly addressed prior to project implementation. A REC indicates the presence or likely presence of any hazardous substances in, on, or at a property due to any release into the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment.[19]

The project site is currently developed with a single-family residence and five sheds and various trees and shrubs are scattered throughout the property. As noted in the Cultural Resources Study prepared for the proposed project, the on-site residence was constructed in 1940. As at least one on-site building was constructed prior to the federal ban on materials such as asbestos and/or lead-based paint, the potential exists for such materials to exist on and/or within the structures.

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be “fibrous” and, through processing, can be separated into smaller and smaller fibers. The fibers are strong, durable, chemical resistant, and resistant to heat and fire. They are also long, thin, and flexible, such that they can be woven into cloth. Because of the above qualities, asbestos was considered an ideal product and has been used in thousands of consumer, industrial, maritime, automotive, scientific, and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as “presumed asbestos-containing material” unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Because the age of the existing on-site structures, the potential exists that asbestos-containing materials were used in the construction of the residential structure and the sheds. Thus, the proposed project could potentially expose construction workers to asbestos during demolition of the structures, and a significant impact could occur.

Federal guidelines define lead-based paint (LBP) as any paint, varnish, stain, or other applied coating that has one milligram of lead per square centimeter or greater. Lead is a highly toxic material that may cause a range of serious illnesses, and in some cases death. In buildings constructed after 1978, the presence of LBP is unlikely. Structures built prior to 1978, and especially prior to the 1960s, are expected to contain LBP. Given that the existing structures on the property were constructed before the phase-out of LBPs in the 1970s, the proposed project could potentially expose construction workers to LBP during

[19] ASTM International. *ASTM E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* 2013.

demolition of the structures. Thus, a significant impact could occur during demolition of the on-site structures.

Furthermore, caulk containing polychlorinated biphenyls (PCBs) were commonly used in building construction practices between 1950 and 1970 and, thus, may be present in the existing buildings. Finally, the existing structures may include items that contain mercury, such as gas pressure regulators or thermostats. Therefore, demolition of the on-site structures could present a potential hazard risk related to LBP, asbestos, PCB-containing caulk, or mercury. However, it should be noted that the project site has not been subject to past uses that would lead to site-specific lead contamination in soils and, as a result, testing for lead in on-site soils is not warranted.

Conclusion

Based on the above, the potential exists for asbestos-containing materials, LBPs, and PCB-containing caulk or mercury associated with the existing structures to occur. Therefore, the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a ***less-than-significant*** level.

IX-1. *Prior to issuance of a demolition permit by the City for any on-site structures, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain lead-based paint (LBP), asbestos, mercury, or polychlorinated biphenyl caulk. Sampling shall be conducted in accordance with the California Department of Toxic Substances Control's 2006 Interim Guidance Evaluation of School Sites with Potential Contamination from Lead based Paint, Termiticides, and Electrical Transformers. If structures do not contain the aforementioned chemicals, further mitigation is not required; however, if LBP is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with CARB recommendations and OSHA requirements. If asbestos is found, all construction activities shall comply with all requirements and regulations promulgated through the National Emission Standards for Hazardous Air Pollutants (NESHAP) enforced by SMAQMD local district Rule 902 Asbestos. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead and/or asbestos. The contractor shall follow all work practice standards set forth in the Asbestos National Emission Standards for Hazardous Air Pollutants (Asbestos NESHAP, 40 CFR, Part 61, Subpart M) regulations, as well as Section V, Chapter 3 of the OSHA Technical Manual. Should mercury or polychlorinated biphenyl caulk be detected, the removal, demolition, and disposal of such chemicals shall be conducted in compliance with California environmental regulations and policies. Work practice standards generally include appropriate precautions to protect construction workers and the surrounding community, and appropriate disposal methods for*

construction waste containing lead paint or asbestos in accordance with federal, State, and local regulations subject to approval by the City Engineer.

b. The project site is located approximately 0.35 miles from a local preschool, Little Folks University, and approximately 0.5 miles from a private school, Acton Academy Folsom. Thus, the project site is not located within one-quarter mile of existing schools. Therefore, the proposed project would have a ***less-than-significant*** impact with respect to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. Government Code Section 65962.5 requires the California Environmental Protection Agency to annually develop an updated Cortese List. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, the list of leaking underground storage tank (UST) sites from the State Water Resources Control Board's (SWRCB) GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. The project site is not included on the DTSC Hazardous Waste and Substances Site List,[20] or the list of solid waste disposal sites.[21] Additionally, the SWRCB's GeoTracker database does not identify the project site as containing any Leaking Underground Storage Tanks (LUSTs), which is another portion of the Cortese List.[22] Finally, the project site is not on the list of active CDO and CAO from the SWRCB. Thus, the proposed project would not create a significant hazard to the public or the environment, and ***no impact*** would occur.

e. The nearest airport to the project site is the Sacramento McClellan Airport, which is located approximately 11.8 miles east of the project site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

f. Implementation of the proposed project would not result in any substantial modifications to the City's existing roadway system. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. During operation, the proposed project would provide adequate access for emergency vehicles by way of Sibley Street, and would not interfere with potential evacuation or response routes used by emergency response teams.

Furthermore, the proposed project would not interfere with potential evacuation or response routes used by emergency response teams and would not conflict with the

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[20] Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed July 2023.

[21] CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed July 2023.

[22] State Water Resources Control Board. *GeoTracker Public Site.* Available at: https://geotracker.waterboards.ca.gov/map/. Accessed July 2023.

Sacramento County Local Hazard Mitigation Plan.[23] The proposed project is consistent with the site's current General Plan land use and, following approval of a Rezone, would be consistent with the zoning designations; thus, development of the site and associated effects on emergency evacuation routes has been anticipated by the General Plan and the City. Furthermore, the proposed project would be required to comply with all applicable General Plan policies.

As a result, the project would have a ***less-than-significant*** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within or near a Very High Fire Hazard Severity Zone.[24] Thus, the potential for wildland fires to reach the project site would be limited. Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[23] Sacramento County. *Sacramento County Local Hazard Mitigation Plan.* 2021. Available at: https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx. Accessed July 2023.

[24] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Map*. Available at: https://egis.fire.ca.gov/FHSZ/. Accessed June 2023.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	✖	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
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;	☐	☐	✖	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	✖	☐
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	☐	☐	✖	☐
iv. Impede or redirect flood flows?	☐	☐	✖	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	✖	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a. The City of Folsom has a Phase I National Pollutant Discharge Elimination System (NPDES) permit and is part of the Sacramento Stormwater Quality Partnership (SSQP). The City of Folsom is regulated by Order No. R5-2002-0206 NPDES No. CAS082597, "Waste Discharge Requirements for County of Sacramento and the Cities Citrus Heights, Elk Grove, Folsom, Galt and Sacramento Storm Water Discharges From Municipal Separate Storm Sewer Systems Sacramento County" issued by the Central Valley Regional Water Quality Control Board (CVRWQCB).

The City of Folsom participates in the County-wide Sacramento Stormwater Quality Improvement Program (SQIP), which was established in 1990 to reduce the pollution carried by stormwater into local creeks and rivers. The SQIP is based on the NPDES municipal stormwater discharge permit. The comprehensive SQIP includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

Grading and excavation during construction, as well as implementation of new structures associated with the proposed project, would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. During the early stages of construction activities, topsoil would be exposed due to grading of the site. After grading and prior to overlaying the ground with impervious surfaces and structures, the potential exists for wind

and water erosion to discharge sediment and/or pollutants into stormwater runoff. The discharge of sediment and/or pollutants into stormwater runoff could adversely affect the water quality in the project area. However, the SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity.

The proposed project would be required to implement all applicable goals, policies and BMPs set forth by the above programs. Construction related to BMPs would likely include, but are not limited to, installation of storm drain inlet protection, stabilization of construction exits, and proper maintenance of material stockpiles. The project's compliance with the requirements of the CVRWQCB, the SQIP, and the City of Folsom's Stormwater Quality Program would ensure that construction activities, and operation of the project, would not result in degradation of downstream water quality or an increase in erosion, and therefore, a ***less-than-significant*** impact related to water quality and waste discharge requirements could result.

b,e. Water for the project site would be supplied by the City of Folsom. According to the City's 2020 Urban Water Management Plan (UWMP),[25] the City overlies two subbasins: the North American Subbasin and the South American Subbasin, which are part of the Sacramento Valley Groundwater Basin. However, the UWMP notes that the City does not extract groundwater from either basin to use in its water services.

Given that the project site represents a relatively small area compared to the size of the groundwater basin, the site does not currently represent a substantial source of groundwater recharge. In addition, the proposed landscaped areas within the project site would continue to allow stormwater runoff to percolate into underlying soils, thereby contributing to groundwater recharge. Furthermore, the project site has been previously designated for urban development, and the loss of groundwater infiltration at the site due to development has been previously anticipated in the General Plan PEIR. Overall, the proposed project would result in a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin.

ci-iii. The project site is currently developed with and single-family residence and five sheds, and trees and shrubs are scattered throughout the site. Implementation of the proposed project would involve the development of six new single-family residences and six new ADUs. Such development would increase the amount of impervious surfaces within the project site from existing conditions. With implementation of the proposed project, stormwater draining from impervious surfaces within the project site would be captured by three new drainage inlets located in the northern portion of the project site and routed through new 12-inch storm drain lines to the existing 12-inch storm drain line located within Sibley Street.

In addition, the proposed project would be required to comply with all applicable standards outlined in the SSQP and its associated Stormwater Quality Design Manual. The proposed project's compliance with the SSQP requirements and the City of Folsom's Stormwater Quality Program would ensure that the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site, substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, or creating or contributing

[25] City of Folsom. *2020 Urban Water Management Plan Update*. June 2021.

runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, a ***less-than-significant*** impact would occur.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the project site is located in an Area of Minimal Flood Hazard (Zone X).[26] As such, the project would not impede or redirect flood flows or expose people or structures to a significant loss, injury, or death involving flooding. It should also be noted that the project site is located south of Folsom Dam. The State Office of Emergency Services (OES) has the responsibility to provide local governments with critical hazard response information, including information related to potential flooding from levee failure or dam inundation. OES has mapped the dam inundation zones in Sacramento County for Folsom Dam. The map shows that a relatively large portion of Sacramento County and the City of Folsom would be inundated with water in the event of a dam or dike failure. However, the General Plan PEIR does not identify the project site as being located within a dam inundation area. Therefore, the proposed project would result in a ***less-than-significant*** impact.

d. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water, such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. The project site is located within 0.75-miles of Lake Natoma; however, given the distance from Lake Natoma, the project site is not anticipated to be exposed to the impacts of seiches. Additionally, as discussed under question 'civ' above, the project site is not located within a flood hazard zone as defined by FEMA. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation from flooding, tsunami, or seiche zones, and a ***less-than-significant*** impact would occur.

[26] Federal Emergency Management Agency. *FEMA Flood Map Service Center.* Available at: https://msc.fema.gov/portal/search. Accessed June 2023.

XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
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?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. The project site is currently developed with a single-family residence and five sheds, and various trees and shrubs are scattered throughout the property. Surrounding uses include single-family residences to the north, south, east, and west, multi-family housing to the north and east, and a mobile home park to the northwest. The proposed project would include development of six single-family residences and six ADUs within the project site. As such, the proposed project would develop land uses similar to what is currently on the project site and within the project vicinity. Therefore, the proposed project would not isolate an existing land use or create a physical barrier within an established community, and a ***less-than-significant*** impact would occur.

b. The City of Folsom General Plan designates the site as SFHD and the site is currently zoned R-4 and R-M PD. The proposed project would require a Rezone to change the zoning designation to R-1-M PD. The proposed project would include division of the site into six residential lots ranging from 6,231 sf to 6,314 sf. Each of the six proposed lots would contain a two-story, single-family residence ranging in size from 2,762 sf to 3,044 sf, as well as a garage and one 999 sf ADU. The six new lots would maintain the existing General Plan land use designation for the project site; however, the proposed project would require approval of a Rezone to designate the site as R-1-M PD. Nonetheless, the proposed zoning designation would not change the intended use of the site. Rather, the Rezone would allow for single-family residences, rather than only multi-family residences, and is intended to bring the zoning designation of the site into alignment with the project site's existing General Plan land use designation. Finally, the proposed project would be consistent with Chapter 17.13 of the City's Municipal Code as modified by the proposed Planned Development Permit under Chapter 17.38 of the Municipal Code relating to zoning districts and site development regulations.

The proposed project would be consistent with surrounding residential development to the north, east, south, and west. Additionally, the proposed project would adhere to the General Plan goals, policies, and objectives regarding land use and planning including, but not limited to, Policy H-1.1 and Policy H-1.5. Policy H-1.1 establishes the goal of designating land for development with the needs of the community, while Policy H-1.5 encourages the development of ADUs. In addition, as discussed throughout this IS/MND, the proposed project would not conflict with any City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, the proposed project would comply with the City of Folsom General Plan Noise Element. Additionally, as discussed in Section IV, Biological Resources, the proposed project would comply with Chapter 12.16, Tree Preservation, of the City's Municipal Code.

Based on the above, the project would not cause a significant environmental impact due to conflicts with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	☐	✖
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?	☐	☐	☐	✖

Discussion

a,b. The project site is currently developed and is located in a developed area of the City. According to the City's General Plan PEIR, urbanized areas within the City are typically removed from consideration for mineral resources. Given that project site occurs within a developed and urbanized area, the project site would not be anticipated to contain mineral resources. Therefore, development of the proposed project would not result in the loss of any known mineral resources. Furthermore, mineral extraction activity on the project site would not be compatible with the existing uses within the site and in the vicinity. Therefore, ***no impact*** to mineral resources would occur.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	✖	☐	☐
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?	☐	☐	☐	✖

Discussion

a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in noise impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this analysis are A-weighted unless noted otherwise.
- Average, or equivalent, sound level (L_{eq}): The L_{eq} corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour).
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
- Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time-period.
- Community Noise Equivalent Level (CNEL): The 24-hour average noise level with noise occurring during evening (7:00 PM to 10:00 PM) hours weighted by a factor of three and nighttime hours weighted by a factor of ten prior to averaging.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, sensitive land uses include existing single-family residences located to the north, east, south, and west of the project site; and a mobile home park to the northwest of the project site.

Standards of Significance

The City of Folsom General Plan Noise Element establishes an exterior noise level standard of 60 dB L_{dn} as normally acceptable at residential land uses. Noise levels up to 65 dB are considered conditionally acceptable for residential uses. Additionally, the standard for interior noise levels is set at 45 dB L_{dn} for residential land uses.

The City of Folsom has not established a threshold for significant increases in traffic noise. However, the Federal Interagency Committee on Noise (FICON) has developed guidance for determining increases in traffic noise. Therefore, in addition to the 60 dB L_{dn} threshold established by the City of Folsom, increases in the ambient noise environment due to the proposed project were evaluated using the criteria developed by FICON. Although the FICON guidelines were originally developed for aircraft noise impacts, the noise increase thresholds are generally considered appropriate for evaluation of noise increases at noise sensitive uses such as single-family residences. The FICON increase significance criteria are provided in Table 5, below.

Table 5
FICON Noise Exposure Increases for Determining Level of Significance

Noise Exposure without Project	Potential Significant Impact
< 60 dB CNEL	5 dB or more
60-65 dB CNEL	3 dB or more
>65 dB CNEL	1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON), 2000.

Impact Analysis

The following sections provide an analysis of potential noise impacts associated with construction and operation of the proposed project.

Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for grading, excavation, paving, and building construction, which would result in temporary noise level increases. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as backhoes, dozers, and dump trucks would be used on-site.

Table 6 shows the predicted construction noise levels for typical construction equipment, which may be used during development of the proposed project. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. Noise increase from truck traffic related to the movement of material would be of short duration, and would likely occur primarily during daytime hours.

Table 6
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Auger Rill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

The City of Folsom establishes permissible hours of construction in Section 8.42.060 of the Municipal Code. The ordinance restricts noise-producing construction activities to weekday hours between 7:00 AM and 6:00 PM Monday through Friday, and from 8:00 AM to 5:00 PM on Saturdays and Sundays. During the permissible hours, construction activities are conditionally exempt from the standards established by Section 8.42.040 of the City's Municipal Code.

Although construction activities are temporary in nature and would likely occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the project if construction activities do not adhere to the requirements of the City of Folsom Noise Ordinance with respect to hours of operation, muffling of internal combustion engines, and other factors that affect construction noise generation and the associated effects on noise-sensitive land uses. Therefore, impacts resulting in the 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 could be considered significant.

Operational Noise

Residences are not typically associated with the generation of substantial noise. Operation of the proposed project would include typical residential noise, which would be compatible with the adjacent existing residential uses. The proposed project is not anticipated to contribute a measurable operational noise level increase to the existing ambient noise environment at any sensitive receptor locations. Therefore, a less-than-significant impact would occur with regard to on-site operational noise.

Based upon the Table 5 criteria, where existing traffic noise levels are less than 60 dB L_{dn}, at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in roadway noise levels would be considered significant. According to Table 15-2 of the General Plan PEIR, the existing traffic noise level on the segment of Sibley Street between Bidwell Street to Glenn Drive, on which the project site is located, is 55 dB L_{dn} and features an average daily traffic of 4,000 cars. Generally, a doubling in traffic volumes is required to increase traffic noise levels by 5.0 dB, which is considered to be the threshold for a significant increase pursuant to the FICON. As discussed in Section XVII, Transportation, of this

Initial Study, the proposed project would be expected to generate an average of 101 trips per day. Accordingly, the proposed project would not double traffic volumes on local roadways and, thus, would not substantially increase traffic noise in the project vicinity. Additionally, the project site is currently developed with a residential use, and the proposed project is consistent with the site's current land use designation. Therefore, traffic noise level increases associated with single-family residences on the project site have been previously anticipated by the City.

Based on the above, the proposed project would not result in operational noise increases that would result in significant effects on sensitive receptors in the project vicinity.

Conclusion

Based on the above, operation of the proposed project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and the Municipal Code. However, construction noise could result in a significant impact, should activities not adhere to the requirements of the City of Folsom Noise Ordinance. Therefore, considering the potential for construction noise to increase noise levels in the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a ***less-than-significant*** level.

XIII-1. *Construction activities shall comply with the City of Folsom Noise Ordinance and shall be limited to the hours set forth below:*

Monday-Friday	*7:00 AM to 6:00 PM*
Saturday and Sunday	*8:00 AM to 5:00 PM*

The above criteria shall be included in the grading plan submitted by the applicant/developer for review and approval of the Public Works Department prior to issuance of grading permits. Exceptions to allow expanded construction activities shall be reviewed on a case-by-case basis as determined by the Chief Building Official and/or City Engineer pursuant to Section 8.42.060 of the Folsom Municipal Code.

XIII-2. *Construction activities shall adhere to the requirements of the City of Folsom with respect to hours of operation, muffling of internal combustion engines, and other factors that affect construction noise generation and the associated effects on noise-sensitive land uses. Prior to issuance of grading permits, these criteria shall be included in the grading plan submitted by the applicant/developer for the review and approval of the Public Works Department.*

XIII-3. *During construction, the applicant/developer shall designate a disturbance coordinator and conspicuously post the person's contact information around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise*

disturbances and will be responsible for determining the cause of the complaint, and implement feasible measures to be taken to alleviate the problem. The disturbance coordinator shall report all complaints and corrective measures taken to the Community Development Director.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 7, which was developed by the California Department of Transportation (Caltrans), shows the vibration levels that would normally be required to result in damage to structures.

Table 7
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and paving occur. Table 8 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of impervious surfaces.

Table 8
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001
Auger/drill Rigs	0.089	0.031
Jackhammer	0.035	0.012
Vibratory Hammer	0.070	0.025
Vibratory Compactor/roller	0.210 (less than 0.20 at 26 feet)	0.074

Source: Saxelby Acoustics, 2022.

Based on Table 8, construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet or more. Sensitive receptors that could be impacted by construction-related vibrations, especially vibratory compactors/rollers, are located approximately 40 feet, or further, from the site boundaries.

Furthermore, the proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although noise and vibration associated with the construction phases of the project would add to the vibration environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, consistent with Section 8.42.060 of the City's Municipal Code. Thus, construction vibrations are not anticipated to exceed acceptable levels.

Based on the above, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels in the vicinity of the project in excess of standards established in the City's General Plan and the Municipal Code. Therefore, a ***less-than-significant*** impact could occur.

c. The nearest airport to the site is the Sacramento McClellan Airport, which is located approximately 11.8 miles west of the site. The site is not covered by an existing airport land use plan. Given that the project site is not located within two miles of a public or private airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✖	☐

Discussion

a. The proposed project would include the development of six single-family residences and six ADUs on 0.86 acres. Using the City of Folsom average persons per household value for single-family uses of 2.70, the proposed project would result in a maximum estimated population of 33 residents.[27] The estimate of 33 new residents is conservative, given that the proposed ADUs would most likely generate less the 2.70 new residents per unit. Based on the 2020-2022 Census, the U.S. Census Bureau estimates the population of Folsom to be approximately 83,269. The increase in population associated with the proposed project would constitute a negligible percent increase in the City's total population and would not be considered substantial growth. Furthermore, as discussed in Section XIX, Utilities and Service Systems, of this IS/MND, adequate utility infrastructure would be available to support the proposed project.

As a result, the project would have a ***less-than-significant*** impact with respect to substantial unplanned population growth in an area, either directly or indirectly.

b. The proposed project would require demolition of all existing on-site structures, including one vacant single-family residence. The removal of these buildings would not be considered to result in the displacement of a substantial number of existing people or housing. In addition, the proposed project would involve the construction of six new residences and six ADUs. As such, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and the proposed project would provide sufficient housing to replace the existing on-site residence. Therefore, a ***less-than-significant*** impact would occur.

[27] U.S. Census Bureau. *QuickFacts Folsom city, California*. Available at: https://www.census.gov/quickfacts/folsomcitycalifornia. Accessed July 2023.

XV. PUBLIC SERVICES. *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 for any of the public services:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a. The proposed project would include development of six single-family residences and six ADUs. The Folsom Fire Department (FFD) would provide fire protection services to the proposed project. The FFD operates five fire stations to serve 30 square miles. The FFD currently staffs 77 personnel which includes 69 fire-suppression staff, three fire prevention staff, and five administration personnel.[28] The closest fire station to the project site is Station 35, located at 535 Glenn Drive, approximately 0.75-mile east of the project site.

The project site was anticipated for residential development under the existing SFHD land use designation. Therefore, the increase in the overall demand on fire protection services associated with development of the proposed project has been previously anticipated by the City and analyzed in the Folsom 2035 General Plan PEIR. The General Plan PEIR found that buildout would increase the need for fire protection services based on the increase in population associated with new development. However, the General Plan PEIR concluded that development consistent with the General Plan, such as the proposed project, would result in a less-than-significant impact due to implementation of all applicable State requirements, City regulations, and General Plan policies. In addition, the proposed project would be consistent with Chapter 8.36, the Folsom Fire Code, of the City's Municipal Code, which requires compliance with the 2022 California Fire Code.

The above features would reduce the risk of fire at the project site, and thus reduce potential for the project to increase demand. In addition, the project applicant would be required to pay all applicable fees, including a development impact fee and public safety fee. The payment of fees would ensure that adequate fire protection services would be available to serve the proposed project, and the proposed project would not require the construction of new or physically altered fire or police protection facilities, the construction of which could cause an environmental impact. Furthermore, given that the site is currently developed with a single-family residence, and that the proposed project would maintain consistency with the residential land uses for the project site, demand on fire protection services is not anticipated to substantially increase beyond the less-than-significant impact previously concluded by the PEIR. The project site is also surrounded by residential uses, which are also already serviced by the FFD.

[28] City of Folsom. *Folsom Fire Department Strategic Plan 2020.* Available at: https://www.folsom.ca.us/government/fire/about-us/folsom-fire-department-strategic-plan-2020. Accessed July 2023.

Based on the above, the proposed project would result in a ***less-than-significant*** impact related to fire protection services.

b. The project site is located within the jurisdiction of the Folsom Police Department (FPD). The FPD employs 45 patrol officers, seven sergeants, two lieutenants, a division commander, and a community service officer. The nearest FPD station to the project site is located at 46 Natoma Street, approximately 1.3 miles northwest of the project site.

Given that the project site is already developed with a residential use and currently provided police protection services, and the proposed project is consistent with the City land use designation, the proposed project would not substantially increase the demand for police services at the site from what currently occurs, and any increased demand on police protection services has been previously anticipated by the City in the General Plan PEIR. The PEIR concluded that an increase in population due to new development would have a less-than-significant impact on demand for public services such as police service. In addition, the applicant for the proposed project would be required to pay all applicable fees, including a specific plan infrastructure fee, which would further reduce any impacts associated with increased demand for police service by providing funds for any expansion deemed necessary by the City.

Therefore, the proposed project would not result in the need for new or physically altered police protection facilities, the construction of which could cause an environmental impact, and a ***less-than-significant*** impact would occur.

The project site is served by the Folsom Cordova Unified School District (FCUSD) which operates elementary, middle, and high schools within the City, as well as Folsom Lake College. As shown in Table 9, the proposed residences would be anticipated to generate a maximum of approximately eight total students.

Table 9
Proposed Project Student Generation

Grade	Number of Units	Students/Unit Rate	Number of Students
K-5	12	0.32	4
6-8	12	0.15	2
9-12	12	0.17	2
Total	**12**	**0.64**	**8**

Source: FCUSD. Facilities Master Plan, Section E: Development Impact, November 2013.

Funding for new school construction is provided through State and local revenue sources. Senate Bill (SB) 50 (Chapter 407, Statutes of 1998) governs the amount of fees that can be levied against new development. Payment of fees authorized by the statute is deemed "full and complete mitigation." Such fees would be used in combination with State and other funds to construct new schools. The project applicant would be required to pay development impact fees in order to fund new facilities. The payment of development impact fees would be sufficient to ensure adequate school capacity is provided and a ***less-than-significant*** impact would occur.

d. Using an average persons per household value of 2.70 per residential unit, the proposed project would generate a population of 33 persons. The Folsom General Plan requires five acres of parkland per 1,000 residents; therefore, the project would be required to provide

0.16 acres of parkland. The applicant has not provided a parkland dedication as part of the proposed project. Thus, the proposed project would be subject to compliance with Section 16.32.040 of Folsom's Municipal Code, which allows the applicant to pay a fee in-lieu of land dedication rather than include parkland in the proposed development. Payment of in-lieu fees would be considered sufficient to ensure that adequate public parkland is provided for future residents, and a ***less-than-significant*** impact would occur.

e. The project site is currently designated for residential uses. Implementation of the proposed project would result in an increase in demand for public and governmental facilities through the development of new residences. However, an increase of 33 residents would not be expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service for any other public services. Considering the existence of public and governmental facilities within the City, the proposed project would not be anticipated to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service for any other public services. Therefore, a ***less-than-significant*** impact would occur.

XVI. RECREATION. *Would the project:*	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 and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	✖	☐
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?	☐	☐	✖	☐

Discussion

a,b. As discussed in Section XIV, Population & Housing, the proposed project would include six single-family residences and six ADUs, housing approximately 33 persons. Thus, an increase in demand on recreational facilities would occur. Section 16.32.040 of Folsom's Municipal Code requires developments that include subdivision of land to either dedicate parkland or pay in-lieu fees. Using an average persons per household of 2.7 per residential unit, the project population would be approximately 33 residents. As discussed in Section XV, Public Services, the Folsom General Plan requires five acres of parkland per 1,000 residents; therefore, the project would be required to dedicate at least 0.16 acres of parkland. Because the proposed project would not include the dedication of parkland, the project would be subject to the payment of in-lieu park fees, which would be used to fund park facilities throughout the City. The payment of such fees would ensure that adequate parkland be provided with the City, and existing recreational facilities would not experience impacts due to increased population growth. Thus, the proposed project would result in a ***less-than-significant*** impact related to recreational facilities.

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

Discussion

a. Level of Service (LOS) is still currently used by the City of Folsom for purposes of determining consistency with adopted General Plan goals and policies related to LOS. However, the law has changed with respect to how transportation-related impacts may be addressed under CEQA. Therefore, pursuant to SB 743, Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts, and LOS is no longer used for determining significant impacts under CEQA. Please refer to Question "b" for a discussion of VMT. With respect to General Plan consistency, the proposed project is consistent with the SFHD General Plan land use designation. Therefore, single-family residential development, such as the proposed project, was considered during the General Plan EIR, and the proposed project would be consistent with the LOS findings contained within. More specifically, the General Plan EIR identified specific intersections that need further attention from the City in order to maintain an LOS of "D" or better. The proposed project would not result in substantial alterations to the existing roadway network in the immediate project vicinity, and the potential population increase of 33 persons would not significantly contribute to the surrounding levels of traffic. Overall, the proposed project would be subject to all applicable transportation policies and programs as amended pursuant to the mitigation measures identified in the General Plan EIR.

Pedestrian, Bicycle, and Transit Facilities

The following provides a discussion of the proposed project's potential impacts to pedestrian, bicycle, and transit facilities.

Pedestrian and Bicycle Facilities

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Bicycle facilities include the following:

- Bike Paths (Class I) – Paved trails that are separated from roadways;
- Bike Lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs;
- Bike Routes (Class III) – Designated roadways for bicycle use by signs or other markings, and may or may not include additional pavement width for cyclists; and
- Separated Bikeway (Class IV) – Exclusive to the use of bicycles similar to a Class II facility but includes a separation between the bike facility and through vehicular traffic. Separation facilities may include flexible posts, inflexible physical barriers, or on-street parking. Class IV facilities also allow for two-way bicycle traffic.

The proposed project would include construction of sidewalks at the northern boundary of the project site. The proposed sidewalks within the project site would connect to the existing sidewalk to the south located along Sibley Street. All new sidewalks would be required to comply with the Americans with Disabilities Act (ADA) and would conform to the existing pedestrian network in the project vicinity. The proposed sidewalks would also be consistent with General Plan Policies M 2.1.1 through M 2.1.4, which require that the City maintain interconnected pedestrian networks, especially around new developments.

The nearest existing bicycle facility to the project site is a Class II bikeway located along Sibley Street. In addition, the streets surrounding the project site, including Glenn Drive and Folsom Boulevard, include Class II bike lanes. Furthermore, development of the proposed project would not preclude the construction of any planned bicycle facilities, and the proposed project would not conflict with any adopted programs, plans, ordinances, or policies addressing bicycle facilities. Thus, a less-than-significant impact would occur related to bicycle facilities.

Transit Services and Facilities

The Sacramento Regional Transit District (SacRT) operates local transit in the City of Folsom through the Folsom Stage Line. The nearest stops to the project site are located at the intersection of Sibley Street and Glenn Drive, approximately 0.22-miles south of the project site. Given that the proposed project would follow all applicable policies established in the General Plan and the proposed project would not substantially increase the number of average trips anticipated by the City, existing transit services and facilities are anticipated to have sufficient capacity to accommodate potential transit users associated with the proposed project. Thus, a less-than-significant impact would occur related to transit services and facilities.

Conclusion

Given the above, adequate transit, roadway, bicycle, and pedestrian facilities would be available for the proposed project and the project would not conflict with any existing or planned transportation facilities in the project vicinity. Therefore, a ***less-than-significant*** impact would occur.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. However, the City has not yet established any standards or thresholds regarding VMT. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The Governor's Office of Planning and Research (OPR) released *The Technical Advisory on Evaluating Transportation Impacts in CEQA*, which includes screening thresholds to identify when a lead agency may screen out VMT impacts.[29] The OPR recommendations include the following screening criteria:

- Office or residential projects not exceeding a level of 15 percent below existing VMT per capita;
- Projects (including office, residential, retail, and mixed-use developments) proposed within half a mile of an existing major transit stop or within a quarter of a mile of an existing stop along a high-quality transit corridor;

[29] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

- Projects proposing 100 percent affordable residential development in infill locations; and
- Projects that generate or attract fewer than 110 trips per day.

Any project that meets any of the above criteria would be considered to result in a less-than-significant impact related to VMT.

The anticipated trip generation for the proposed project was estimated using standard rates published in the 10th Edition of the ITE Trip Generation Manual (2017). A trip rate of 9.44 average daily trips (ADT) per residential unit, based on the ITE "Single-Family Residential" land use (ITE Land Use Category #210), was applied to the six proposed single-family residences. In addition, because the ITE Trip Generation Manual does not provide trip rates for ADUs, the trip rate of 7.32 ADT, based on the ITE "Multi-Family Housing (Low-Rise)" land use (ITE Land Use Category #220), was conservatively applied to the six proposed ADUs. Based on the ITE trip rates described above, the proposed project would be expected to generate an average of 101 trips per day. Therefore, the proposed project would meet the OPR screening criteria for projects that generate or attract fewer than 110 trips per day, and the project would not be considered to conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). Furthermore, the project site is located in close proximity to alternative forms of transportation, including bus routes. Access to multiple forms of public transportation would ultimately encourage residents to use alternative means of transportation to and from the project site and, as a result, reduce VMT associated with the proposed project. Based on the above, a ***less-than-significant*** impact related to VMT would result.

c,d. Primary site access would be provided by three 25-foot shared driveways that connect to Sibley Street. The driveways would be attached to new paved surfaces that lead to each proposed primary residence. Additionally, private garages would be located within each individual primary residential unit immediately abutting the paved surfaces. The improvements would be subject to compliance with all applicable roadway design standards. The proposed project would not alter the existing transportation network nor increase hazards due to a geometrical design feature.

Construction traffic associated with the proposed project would include heavy-duty vehicles which would share the area roadways with normal vehicle traffic, as well as transport of construction materials, and daily construction employee trips to and from the site. However, such heavy-duty truck traffic would only occur throughout the duration of construction activities and would cease upon buildout of the proposed subdivision.

Emergency vehicle access would be provided by the three new shared driveways off of Sibley Street. On-site circulation would be expected to function acceptably for emergency response personnel. As such, the proposed on-site vehicle circulation would allow for emergency vehicle access and would not impede current response times to the project site.

Based on the above, the project would not substantially increase hazards due to a design feature, or incompatible uses, or result in inadequate emergency access. However, without proper planning of construction activities, construction traffic could interfere with existing roadway operations during the construction phase, which could result in a risk to public safety. Therefore, project traffic related to construction activities could result in a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a ***less-than-significant*** level.

XVII-1. *Prior to initiation of construction activities, the project applicant shall prepare a Construction Traffic Control Plan for review and approval by the City Engineer. The plan shall include the following:*

- *A project staging plan to maximize on-site storage of construction materials and equipment;*
- *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones and other warning devices for drivers; and designation of construction access routes;*
- *Provisions for maintaining adequate emergency access to the project site;*
- *Permitted construction hours;*
- *Designated locations for construction staging areas;*
- *Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations;*
- *Provisions for street sweeping to remove construction-related debris on public streets; and*
- *Provisions to ensure that access to the preschool north of the project site is provided during off-site construction activities on 3rd Street.*

A copy of the Construction Traffic Control Plan shall be submitted to local emergency response agencies, and the agencies shall be notified at least 14 days prior to the commencement of construction that would partially or fully obstruct roadways.

XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	✖	☐	☐
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.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, a Cultural Resources Study was prepared for the proposed project by Tom Origer & Associates. As part of the Cultural Resources Study, Tom Origer & Associates determined that the project site does not include any resources eligible for listing under the CRHR and the NRHP, or pursuant to Public Resources Code section 5020.1(k) or subdivision (c) of Public Resources Code Section 5024.1. While previously documented pre-contact and historic archaeological sites, architectural resources, or traditional cultural properties have not been recorded at the project site, two previously recorded historic archaeological resources have been recorded within a 0.25-mile radius of the project site. Nonetheless, based on the results of the CHRIS record search and Tom Origer & Associate's archival research, a very low potential exists for buried archaeological site indicators to occur in the project site area. In addition, Tom Origer & Associates conducted an intensive field survey of the project site on June 21, 2023 using 10-meter transects. The field survey did not indicate the presence of any tribal cultural resources on-site. Finally, a records search of the NAHC SLF was conducted for the proposed project. Based on the results of the NAHC SLF, the site does not contain known tribal cultural resources.

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), tribal consultation letters were sent to the Wilton Rancheria, the United Auburn Indian Community of the Auburn Rancheria, and the Ione Band of Miwok Indians on June 29, 2023. A response was received by the Wilton Rancheria on July 27, 2023, requesting consultation, and consultation was closed in August 2023. As part of consultation, the Wilton Rancheria requested to give a cultural sensitivity training to the construction crew prior to the start of construction. In addition, the Wilton Rancheria requested a compensated tribal monitor be present on-site for all ground disturbing activities, and provided specific mitigation measures, as presented below, to ensure that the proposed project would not result in significant effects to unknown tribal cultural resources within the project site.

Based on the past disturbance that has occurred within the project site, as well as the lack of identified tribal cultural resources at the site, tribal cultural resources are not expected

to occur within the proposed improvement areas. Nevertheless, the possibility exists that development of the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource if previously unknown tribal cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to tribal cultural resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a ***less-than-significant*** level.

XVIII-1. *Prior to initiation of construction, all construction crew members, consultants, and other personnel involved in project implementation shall receive project-specific tribal cultural resource awareness training. The training shall be conducted in coordination with qualified cultural resource specialists and representatives from the Wilton Rancheria. The training will emphasize the requirement for confidentiality and culturally appropriate, respectful treatment of any find of significance to the Wilton Rancheria. All personnel required to receive the training shall also be required to sign a form that acknowledges receipt of the training, which shall be submitted to the City of Folsom Community Development Department for review and approval.*

As a component of the training, a brochure will be distributed to all personnel associated with project implementation. At a minimum the brochure shall discuss the following topics in clear and straightforward language:

- *Field indicators of potential archaeological or cultural resources (i.e., what to look for; for example: archaeological artifacts, exotic or non-native rock, unusually large amounts of shell or bone, significant soil color variation, etc.);*
- *Regulations governing archaeological resources and tribal cultural resources;*
- *Consequences of disregarding or violating laws protecting archaeological or tribal cultural resources; and*
- *Steps to take if a worker encounters a possible resource.*

The training shall include project-specific guidance for on-site personnel including agreed upon protocols for resource avoidance, when to stop work, and who to contact if potential archaeological or tribal cultural resources are identified. The training shall also direct work to stop, and contact with the County Coroner and the NAHC to occur immediately, in the event that potential human remains are identified. NAHC will assign a Most Likely Descendant if the remains are determined by the Coroner to be Native American in origin.

XVIII-2. *The following language shall be noted on project Improvement Plans, subject to review and approval by the City of Folsom Community Development Department, and shall be implemented during project construction:*

If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.

A qualified cultural resources specialist and Native American Representative from the Wilton Rancheria will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the Wilton Rancheria, and/or returning objects to a location within the project area where they will not be subject to future impacts. The Wilton Rancheria does not consider curation of tribal cultural resources to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.

If articulated or disarticulated human remains are discovered during construction activities, the County Coroner and Native American Heritage Commission shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendant(s) who will work with the project proponent to define appropriate treatment and disposition of the burials.

Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the City of Folsom Community Development Department following coordination with cultural resources experts and tribal representatives as appropriate.

XVIII-3. *The following language shall be noted on project Improvement Plans, subject to review and approval by the City of Folsom Community Development Department, and shall be implemented during project construction:*

The City shall give the Wilton Rancheria at least one (1) week's notice prior to initiating ground-disturbing activities within the project site. The purpose of the notification will be to allow the Wilton Rancheria the opportunity to

conduct monitoring. In the event that the Wilton Rancheria does not respond, or a tribal monitor does not report to the job site at the scheduled time, construction activities may proceed without monitoring, as long as the required notice was provided and documented.

Tribal monitoring shall be limited to times when active soil disturbance is occurring, and the monitoring shall be curtailed once the project site has been disturbed (with associated tribal monitoring) to a depth of at least two feet, and the tribal monitor determines there is a low potential for tribal cultural resources to be discovered.

The tribal monitor shall have the authority to temporarily pause ground disturbance within 100 feet of a discovery for a duration long enough to examine the resource. If no resources are identified, then construction activities shall proceed, and no agency notifications are required. In the event that a tribal cultural resource is identified, the tribal monitor shall flag off the discovery location and notify the City immediately to coordinate regarding appropriate and respectful treatment pursuant to State law.

The tribal monitor shall wear appropriate construction safety equipment including steel-toed boots, construction vest, and hard hat.

The tribal monitor shall be indemnified by the property owner.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
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?	☐	☐	✖	☐
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?	☐	☐	✖	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖	☐

Discussion

a-c. Electricity, natural gas, telecommunications, water, and sanitary sewer services would be provided to the project site by way of new connections to existing infrastructure in the immediate project area. Brief discussions of water, sewer service, stormwater drainage, electrical, natural gas, and telecommunications that would serve the proposed project are included below.

Water

Water service to the project site is currently provided by the City of Folsom. The proposed project would include construction of six new one-inch water lines, which would connect to the existing 12-inch water main located north of the project site, within Sibley Street. The proposed project would include demolition of the existing on-site residence and associated structures, and six new single-family residences with six associated ADUs would be developed on the project site. However, the increase of residences on the project site would not substantially increase the demand for water supplies associated with the site. Given that the proposed project would be consistent with the City's General Plan land use designation, water demand associated with buildout of the project site with residential uses has been anticipated by the City and accounted for in regional planning efforts, including the City's 2020 UWMP. According to the 2020 UWMP, which projected that population growth for Folsom West would minorly increase until stagnating after 2030, water supplies are projected to meet expected demand for normal year, single-dry year, and multiple-dry year scenarios through 2045. Furthermore, developing an additional 12 units would result in an increase in demand for water supply by approximately 567 acre feet per year (AFY). The 2020 UWMP projected an existing and planned water supply of 38,350 AFY until the year 2045, enough to serve the maximum AFY demand of 25,519 projected for 2045 as well as accommodate the increase in demand for water associated

with the proposed project (25,519 maximum projected total AFY demand + 567 AFY = 26,086 AFY, which is less than the 38,350 AFY supply). Therefore, sufficient water supplies would be available to serve the proposed project.

Wastewater

Sanitary sewer services would be provided to the project site by the City of Folsom Wastewater Collection Division, which is responsible for the operation and maintenance of the sewer system, including 271 miles of pipeline and 11 sewer lift stations. The sewer lift stations pump raw wastewater that is collected throughout the City to the Sacramento County Regional Sanitation District WWTP, which is located approximately 21.7 miles southwest of the project site. The County WWTP treats an average of 135 million gallons per day (mgd).[30]

The proposed project would include construction of six new four-inch sanitary sewer lines and sanitary sewer manholes through the project site. The new lines would connect to the existing six-inch sanitary sewer line north of the project site within Sibley Street. According to the City of Folsom Wastewater Collection Division, the average flow is eight mgd across 22,800 service connections, or 351 gallons per day, per connection. Based on the 12 proposed residences, operation of the proposed project would contribute a total wastewater generation of approximately 4,212 gallons per day (gpd) (351 gpd x 12 new connections) or 0.0006 mgd.

It should further be noted that, although the proposed project includes a Rezone, the change from R-4 and R-M PD to R-1-M would not necessitate a change in the site's General Plan land use designation. Therefore, buildout of the site with residential development was anticipated in the City's General Plan, and increased wastewater flows associated with the project site have been generally anticipated within the City's General Plan as well as wastewater related analyses, such as the City's Wastewater Preventative Maintenance Program and the City's UWMP. Furthermore, given the WWTP's service population of 1.6 million people, the increase in wastewater production from a maximum of 33 new residents generated by the proposed project would not be substantial. Finally, the General Plan PEIR determined that impacts related to wastewater treatment capacity would be less than significant.

Therefore, given the available capacity within the wastewater facility, the proposed project would not result in inadequate capacity to serve the project's projected demand in addition to the existing commitments.

Stormwater

While the project site is currently developed with a single-family residence and five sheds, the proposed project would result in an increase in impervious surfaces such as roofs, sidewalks, and driveways within the project site, which would increase the flow of stormwater runoff. However, the runoff would be directed into existing City infrastructure by way of two new 12-inch storm drains. Furthermore, the SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Consequently, implementation of the proposed project would include provision of adequate on-site infrastructure, and the existing off-site infrastructure would be sufficient

[30] Regional San. *Regional San's monumental wastewater treatment plant expansion project delivered ON schedule and UNDER budget.* May 15, 2023. Available at: https://www.regionalsan.com/press-release/regional-sans-monumental-wastewater-treatment-plant-expansion-project-delivered. Accessed July 2023.

to meet the demand from the project. Therefore, the proposed project would not significantly increase stormwater flows into the City's existing system and sufficient water supply capacity would be available to serve the project.

Electricity, Natural Gas, and Telecommunications

Electricity, natural gas, and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. SMUD would provide electricity, PG&E would provide natural gas services, and AT&T and Comcast/Xfinity would provide telecommunication services to the project site. The proposed project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts related to electricity, natural gas, and telecommunications infrastructure would be less than significant.

Conclusion

Considering the above, sufficient utility infrastructure exists in the project vicinity to serve the proposed project. Furthermore, increased demand for water, sewer, and other utilities resulting from the proposed project can be accommodated by the City's existing utility capacity. Therefore, the project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

d,e. Solid waste, recyclable materials, and compostable material collection within the City of Folsom is operated by the City's Public Works Department. Waste from the City is then transported to the Sacramento County Landfill located on Kiefer Boulevard, which has been recently expanded. The Sacramento County Landfill covers 1,084 acres of land; 660 acres are permitted for disposal. The site's permit allows the landfill to receive a maximum of 10,815 tons of waste per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Sacramento County Landfill has a remaining capacity of 112,900,000 cubic yards out of a total permitted capacity of 117,400,000, or 96 percent remaining capacity.[31]

While the proposed project would generate solid waste, given the remaining capacity of the Sacramento County Landfill, waste generated by the proposed project could be accommodated by the existing landfill facilities used by the City. In addition, pursuant to the CALGreen Code, at least a 65 percent diversion of construction waste is required for all projects. Because the landfill is not operating at maximum capacity and the project would only create a temporary increase in the amount of waste during construction activities, the proposed project construction would not result in a significant impact related to solid waste.

Similarly, due to the nature and relatively small scale of the proposed project, substantial amounts of solid waste would not be generated during operations, such that the landfill could not be capable of adequately handling the additional solid waste generated by the proposed project. Furthermore, the project would be required to comply with all applicable provisions of Chapter 8.32, Waste and Recycling Collection, of the City's Municipal Code. Therefore, the proposed project would not generate solid waste in excess of State or local

[31] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed July 2023.

standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. As such, a ***less-than-significant*** impact would occur.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
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?	☐	☐	✖	☐
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?	☐	☐	✖	☐
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?	☐	☐	✖	☐

Discussion

a-d. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located within or near a Very High Fire Hazard Severity Zone (VHFHSZ).[32] The nearest VHFHSZ is approximately 7.2 miles northeast of the project site. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a ***less-than-significant*** impact would occur.

[32] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Map*. Available at: https://egis.fire.ca.gov/FHSZ/. Accessed June 2023.

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?	☐	✖	☐	☐
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)?	☐	✖	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	✖	☐	☐

Discussion

a. As discussed in Section IV, Biological Resources, of this IS/MND, while a limited potential exists for birds protected by the MBTA to occur on-site, Mitigation Measures IV-1 through IV-2 would ensure that any impacts related to protected species would be reduced to less-than-significant levels.

In addition, while unlikely, the project could encounter previously undiscovered archeological and/or paleontological resources during project construction. However, the proposed project would comply with applicable State and local regulations related to unintentional discovery, as discussed in Section V, Cultural Resources, of this IS/MND. Given compliance with Mitigation Measure V-1 and V-2, impacts to cultural resources would be less-than-significant. Furthermore, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable City conditions of approval, General Plan policies, Municipal Code standards, and other applicable local and State regulations.

Considering the above, the proposed project would not degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Implementation of the above mitigation measures would result in a ***less-than-significant*** impact.

b. The proposed project in conjunction with other development within the City of Folsom could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, and as discussed above, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND,

as well as applicable General Plan policies, Municipal Code standards, City conditions of approval, and other applicable local and State regulations. In addition, the project would be consistent with the site's existing land use designation. Accordingly, buildout of the site with such uses was generally considered in the cumulative analysis of buildout of the General Plan within the General Plan PEIR.

Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Folsom, and the project's incremental contribution to cumulative impacts would be ***less-than-significant*** with implementation of the mitigation measures included in this IS/MND.

c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, in addition to the mitigation measures included herein. In addition, as discussed in Section III, Air Quality; Section VII, Geology and Soils; Section IX, Hazards and Hazardous Materials; and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials, noise, and transportation. Therefore, with implementation of mitigation, the proposed project would result in a ***less-than-significant*** impact.

Appendix A

Air Quality and Greenhouse Gas Emissions – CalEEMod Results

Sibley Street Residential Project Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Sibley Street Residential Project
Construction Start Date	5/1/2024
Operational Year	2025
Lead Agency	City of Folsom
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	21.4
Location	1014 Sibley St, Folsom, CA 95630, USA
County	Sacramento
City	Folsom
Air District	Sacramento Metropolitan AQMD
Air Basin	Sacramento Valley
TAZ	675
EDFZ	13
Electric Utility	Sacramento Municipal Utility District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Single Family Housing	12.0	Dwelling Unit	1.02	23,400	140,554	—	34.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.02	3.49	16.2	17.1	0.03	0.74	7.18	7.93	0.68	3.45	4.13	—	2,964	2,964	0.14	0.08	1.27	2,992
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.55	3.49	10.4	11.5	0.02	0.40	0.06	0.47	0.37	0.01	0.39	—	2,026	2,026	0.08	0.02	0.01	2,035
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	1.05	3.78	4.12	0.01	0.15	0.22	0.37	0.14	0.10	0.24	—	716	716	0.03	0.01	0.06	720
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.19	0.69	0.75	< 0.005	0.03	0.04	0.07	0.03	0.02	0.04	—	119	119	< 0.005	< 0.005	0.01	119

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.02	3.49	16.2	17.1	0.03	0.74	7.18	7.93	0.68	3.45	4.13	—	2,964	2,964	0.14	0.08	1.27	2,992
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.55	3.49	10.4	11.5	0.02	0.40	0.06	0.47	0.37	0.01	0.39	—	2,026	2,026	0.08	0.02	0.01	2,035
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.54	1.05	3.78	4.12	0.01	0.15	0.22	0.37	0.14	0.10	0.24	—	716	716	0.03	0.01	0.06	720
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.10	0.19	0.69	0.75	< 0.005	0.03	0.04	0.07	0.03	0.02	0.04	—	119	119	< 0.005	< 0.005	0.01	119

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.63	1.14	0.55	4.80	0.01	0.02	0.69	0.70	0.02	0.17	0.19	5.21	1,101	1,106	0.49	0.04	3.37	1,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	1.02	0.62	3.57	0.01	0.02	0.69	0.70	0.02	0.17	0.19	5.21	1,025	1,031	0.50	0.04	0.25	1,056
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	1.05	0.58	3.87	0.01	0.02	0.67	0.69	0.02	0.17	0.19	5.21	1,024	1,029	0.49	0.04	1.52	1,055
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.19	0.11	0.71	< 0.005	< 0.005	0.12	0.13	< 0.005	0.03	0.03	0.86	170	170	0.08	0.01	0.25	175

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.55	0.51	0.43	4.07	0.01	0.01	0.69	0.69	0.01	0.17	0.18	—	857	857	0.04	0.04	3.20	872
Area	0.06	0.62	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.82	1.82	< 0.005	< 0.005	—	1.83
Energy	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	238	238	0.02	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.90	4.05	4.96	< 0.005	< 0.005	—	5.63
Waste	—	—	—	—	—	—	—	—	—	—	—	4.31	0.00	4.31	0.43	0.00	—	15.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17	0.17
Total	0.63	1.14	0.55	4.80	0.01	0.02	0.69	0.70	0.02	0.17	0.19	5.21	1,101	1,106	0.49	0.04	3.37	1,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.50	0.45	0.50	3.52	0.01	0.01	0.69	0.69	0.01	0.17	0.18	—	784	784	0.05	0.04	0.08	797
Area	0.00	0.56	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	238	238	0.02	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.90	4.05	4.96	< 0.005	< 0.005	—	5.63
Waste	—	—	—	—	—	—	—	—	—	—	—	4.31	0.00	4.31	0.43	0.00	—	15.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17	0.17
Total	0.51	1.02	0.62	3.57	0.01	0.02	0.69	0.70	0.02	0.17	0.19	5.21	1,025	1,031	0.50	0.04	0.25	1,056
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.49	0.45	0.46	3.36	0.01	0.01	0.67	0.68	0.01	0.17	0.18	—	781	781	0.04	0.04	1.35	795
Area	0.04	0.60	< 0.005	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.25	1.25	< 0.005	< 0.005	—	1.25
Energy	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	238	238	0.02	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.90	4.05	4.96	< 0.005	< 0.005	—	5.63

Waste	—	—	—	—	—	—	—	—	—	—	—	4.31	0.00	4.31	0.43	0.00	—	15.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17	0.17
Total	0.54	1.05	0.58	3.87	0.01	0.02	0.67	0.69	0.02	0.17	0.19	5.21	1,024	1,029	0.49	0.04	1.52	1,055
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.09	0.08	0.08	0.61	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	129	129	0.01	0.01	0.22	132
Area	0.01	0.11	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.21	0.21	< 0.005	< 0.005	—	0.21
Energy	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	39.3	39.3	< 0.005	< 0.005	—	39.5
Water	—	—	—	—	—	—	—	—	—	—	—	0.15	0.67	0.82	< 0.005	< 0.005	—	0.93
Waste	—	—	—	—	—	—	—	—	—	—	—	0.71	0.00	0.71	0.07	0.00	—	2.50
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.10	0.19	0.11	0.71	< 0.005	< 0.005	0.12	0.13	< 0.005	0.03	0.03	0.86	170	170	0.08	0.01	0.25	175

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.92	1.61	15.6	16.0	0.02	0.67	—	0.67	0.62	—	0.62	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.37	0.37	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.43	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	68.3	68.3	< 0.005	< 0.005	—	68.6
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.81	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	145	145	0.01	0.01	0.59	147
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.61	0.23	< 0.005	0.01	0.08	0.09	0.01	0.02	0.03	—	325	325	0.03	0.05	0.68	342
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.61	3.61	< 0.005	< 0.005	0.01	3.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.91	8.91	< 0.005	< 0.005	0.01	9.37
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.60	0.60	< 0.005	< 0.005	< 0.005	0.61

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.48	1.48	< 0.005	< 0.005	< 0.005	1.55

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70	1.43	13.7	12.9	0.02	0.65	—	0.65	0.59	—	0.59	—	2,064	2,064	0.08	0.02	—	2,071
Dust From Material Movement	—	—	—	—	—	—	6.26	6.26	—	3.00	3.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.19	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.3	28.3	< 0.005	< 0.005	—	28.4
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.68	4.68	< 0.005	< 0.005	—	4.70
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.02	0.49	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	86.9	86.9	< 0.005	< 0.005	0.36	88.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.96	1.65	15.9	15.4	0.02	0.74	—	0.74	0.68	—	0.68	—	2,454	2,454	0.10	0.02	—	2,462
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	33.6	33.6	< 0.005	< 0.005	—	33.7
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.56	5.56	< 0.005	< 0.005	—	5.58
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.03	0.65	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	116	116	< 0.005	< 0.005	0.47	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.44	1.44	< 0.005	< 0.005	< 0.005	1.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.24	0.24	< 0.005	< 0.005	< 0.005	0.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.36	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.36	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37	0.31	2.59	2.77	0.01	0.10	—	0.10	0.09	—	0.09	—	493	493	0.02	< 0.005	—	495
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.47	0.51	< 0.005	0.02	—	0.02	0.02	—	0.02	—	81.7	81.7	< 0.005	< 0.005	—	82.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.28	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	50.0	50.0	< 0.005	< 0.005	0.20	50.8
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.8	37.8	< 0.005	0.01	0.10	39.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.4	44.4	< 0.005	< 0.005	0.01	45.0
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.8	37.8	< 0.005	0.01	< 0.005	39.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.5	12.5	< 0.005	< 0.005	0.02	12.7
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.07	2.07	< 0.005	< 0.005	< 0.005	2.10
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.72	1.72	< 0.005	< 0.005	< 0.005	1.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.53	4.90	6.53	0.01	0.23	—	0.23	0.21	—	0.21	—	992	992	0.04	0.01	—	995
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.6	13.6	< 0.005	< 0.005	—	13.6
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.25	2.25	< 0.005	< 0.005	—	2.26
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.81	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	145	145	0.01	0.01	0.59	147
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	0.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	2.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	2.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.25	0.31	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.7
Architectural Coatings	—	0.60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.06	6.06	< 0.005	< 0.005	—	6.08
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.04	10.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.88	8.88	< 0.005	< 0.005	< 0.005	8.99
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	0.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.55	0.51	0.43	4.07	0.01	0.01	0.69	0.69	0.01	0.17	0.18	—	857	857	0.04	0.04	3.20	872
Total	0.55	0.51	0.43	4.07	0.01	0.01	0.69	0.69	0.01	0.17	0.18	—	857	857	0.04	0.04	3.20	872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.50	0.45	0.50	3.52	0.01	0.01	0.69	0.69	0.01	0.17	0.18	—	784	784	0.05	0.04	0.08	797
Total	0.50	0.45	0.50	3.52	0.01	0.01	0.69	0.69	0.01	0.17	0.18	—	784	784	0.05	0.04	0.08	797
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.09	0.08	0.08	0.61	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	129	129	0.01	0.01	0.22	132
Total	0.09	0.08	0.08	0.61	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	129	129	0.01	0.01	0.22	132

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	86.4	86.4	< 0.005	< 0.005	—	86.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	86.4	86.4	< 0.005	< 0.005	—	86.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	86.4	86.4	< 0.005	< 0.005	—	86.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	86.4	86.4	< 0.005	< 0.005	—	86.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	14.3	14.3	< 0.005	< 0.005	—	14.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	14.3	14.3	< 0.005	< 0.005	—	14.3

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	151	151	0.01	< 0.005	—	152
Total	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	151	151	0.01	< 0.005	—	152
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	151	151	0.01	< 0.005	—	152

Total	0.01	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01	—	151	151	0.01	< 0.005	—	152
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	25.0	25.0	< 0.005	< 0.005	—	25.1
Total	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	25.0	25.0	< 0.005	< 0.005	—	25.1

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.06	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.83
Total	0.06	0.62	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.82	1.82	< 0.005	< 0.005	—	1.83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Products	—	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.56	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.21	0.21	< 0.005	< 0.005	—	0.21
Total	0.01	0.11	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.21	0.21	< 0.005	< 0.005	—	0.21

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.90	4.05	4.96	< 0.005	< 0.005	—	5.63

Total	—	—	—	—	—	—	—	—	—	—	—	0.90	4.05	4.96	< 0.005	< 0.005	—	5.63
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.90	4.05	4.96	< 0.005	< 0.005	—	5.63
Total	—	—	—	—	—	—	—	—	—	—	—	0.90	4.05	4.96	< 0.005	< 0.005	—	5.63
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.15	0.67	0.82	< 0.005	< 0.005	—	0.93
Total	—	—	—	—	—	—	—	—	—	—	—	0.15	0.67	0.82	< 0.005	< 0.005	—	0.93

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.31	0.00	4.31	0.43	0.00	—	15.1
Total	—	—	—	—	—	—	—	—	—	—	—	4.31	0.00	4.31	0.43	0.00	—	15.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	4.31	0.00	4.31	0.43	0.00	—	15.1

Total	—	—	—	—	—	—	—	—	—	—	—	4.31	0.00	4.31	0.43	0.00	—	15.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.71	0.00	0.71	0.07	0.00	—	2.50
Total	—	—	—	—	—	—	—	—	—	—	—	0.71	0.00	0.71	0.07	0.00	—	2.50

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17	0.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17	0.17
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17	0.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17	0.17
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/1/2024	5/15/2024	5.00	10.0	—
Site Preparation	Site Preparation	5/16/2024	5/22/2024	5.00	5.00	—
Grading	Grading	5/23/2024	5/29/2024	5.00	5.00	—
Building Construction	Building Construction	6/6/2024	10/23/2024	5.00	100	—
Paving	Paving	5/30/2024	6/5/2024	5.00	5.00	—
Architectural Coating	Architectural Coating	6/20/2024	11/6/2024	5.00	100	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	7.00	367	0.40
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37

Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	14.3	LDA,LDT1,LDT2
Demolition	Vendor	—	8.80	HHDT,MHDT
Demolition	Hauling	4.30	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	4.32	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	1.28	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.86	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	47,385	15,795	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	3,736	—
Site Preparation	—	—	0.94	0.00	—
Grading	—	—	2.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.13

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	0.13	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	375	0.01	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	113	114	103	40,853	956	966	865	344,589

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	12
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
47385	15,795	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	106,899	295	0.0129	0.0017	471,974

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	423,108	2,399,253

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	8.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	27.3	annual days of extreme heat
Extreme Precipitation	6.25	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	9.31	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	71.7
AQ-PM	11.8
AQ-DPM	33.8
Drinking Water	5.35
Lead Risk Housing	6.47
Pesticides	0.00
Toxic Releases	13.7
Traffic	37.0
Effect Indicators	—
CleanUp Sites	25.9
Groundwater	28.3

Haz Waste Facilities/Generators	61.6
Impaired Water Bodies	12.5
Solid Waste	9.67
Sensitive Population	—
Asthma	20.6
Cardio-vascular	50.6
Low Birth Weights	28.4
Socioeconomic Factor Indicators	—
Education	32.2
Housing	34.2
Linguistic	31.3
Poverty	40.8
Unemployment	14.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	90.24765815
Employed	80.73912486
Median HI	76.31207494
Education	—
Bachelor's or higher	73.74566919
High school enrollment	100
Preschool enrollment	38.90671115
Transportation	—
Auto Access	33.77389965

Active commuting	26.27999487
Social	—
2-parent households	54.54895419
Voting	87.92506095
Neighborhood	—
Alcohol availability	57.70563326
Park access	81.35506224
Retail density	95.02117285
Supermarket access	60.47735147
Tree canopy	86.05158476
Housing	—
Homeownership	50.44270499
Housing habitability	46.97805723
Low-inc homeowner severe housing cost burden	81.47055049
Low-inc renter severe housing cost burden	61.63223406
Uncrowded housing	71.88502502
Health Outcomes	—
Insured adults	88.86179905
Arthritis	47.0
Asthma ER Admissions	81.4
High Blood Pressure	52.5
Cancer (excluding skin)	22.7
Asthma	51.9
Coronary Heart Disease	66.7
Chronic Obstructive Pulmonary Disease	65.3
Diagnosed Diabetes	89.0
Life Expectancy at Birth	47.9

Cognitively Disabled	36.6
Physically Disabled	25.6
Heart Attack ER Admissions	47.2
Mental Health Not Good	68.6
Chronic Kidney Disease	73.0
Obesity	66.6
Pedestrian Injuries	19.6
Physical Health Not Good	77.4
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	14.4
Current Smoker	55.2
No Leisure Time for Physical Activity	83.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	45.9
Elderly	47.3
English Speaking	90.8
Foreign-born	20.1
Outdoor Workers	52.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	54.5
Traffic Density	36.7
Traffic Access	48.0
Other Indices	—
Hardship	15.3

Other Decision Support	—
2016 Voting	76.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	12.0
Healthy Places Index Score for Project Location (b)	79.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Lot acreage adjusted to represent total project site acreage + Sibley Street ROW area along project frontage.
Construction: Construction Phases	Architectural coating assumed to start two weeks after building construction and last for the same duration. Timing of site prep and grading phases extended to account for off-site construction of storm drain line.

Appendix B

Biological Resources Assessment

BARNETT ENVIRONMENTAL

Environmental Consulting,
Regulatory Compliance and
Aerial Photographic Services

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July 7, 2023

Raney Planning & Management, Inc.
1501 Sports Drive
Sacramento, CA 95834

ATTN: **Mr. Rod Stinson**

RE: PRELIMINARY BIOLOGICAL RESOURCES ASSESSMENT of The 1014 Sibley Street Residences Project in Folsom, CA 95630

Raney Planning & Management (Raney) asked Barnett Environmental (Barnett) to conduct a *Preliminary Biological Resources Assessment* of this approximately 0.87-acre project parcel's (APN 071-0200-056) existing vegetation, wildlife, and wetland resources including extant habitats, the potential for species occurrence, and any other relevant information to support our professional opinion regarding potential for onsite sensitive resources and adverse project impacts.

The Sibley Residences is a proposed six-lot, single-family (infill) subdivision on a 0.89 acre lot on the west side of Sibley Street, between Glenn and Lembi Drives in Folsom, California. An unoccupied, detached, one-story, single-family residence and two outbuildings currently sit on the parcel within a "grove" of native (e.g. oak/pine) and landscaped (e.g. citrus/palm/privet) trees. The property is surrounded on the east and west by single- and multi-family homes in the SunCountry Folsom and Cobble Hills Ridge subdivisions, medium-density, single family homes in the May Glen subdivision and the Folsom Industrial Park to the north. The Glenn Light Rail Station on Folsom Boulevard is just under a half mile to the west.

The house and outbuildings were built in the 1940s, following WWII, in an area of 19th-century American River mine tailings. The property has remained essentially unchanged since that time, except for the maturing of the original landscaping.

METHODOLOGY

Before surveying the parcel, we reviewed the following documents and databases, either made available to us by Raney or discovered during our own research on this and/or other projects in the vicinity. These materials include, but are not limited to:

1. California Department of Fish & Wildlife. 2023. California Natural Diversity Database (CNDDB). https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx;

2. CalFlora. 2022. What Grows Here (https://www.calflora.org/entry/wgh.html) & Observation Search (https://www.calflora.org/entry/observ.html) Databases;

3. California Native Plant Society (CNPS). 2023. Rare Plant Inventory. https://rareplants.cnps.org/Home/Index/;

4. California Tree & Landscape Consulting, Inc. May 2022. Preliminary Arorist Report & Tree Inventory for 1014 Sibley Street (APN #071-0200-056-0000) in Folsom, California. 18pp.

1. EcoAtlas. 2023. California Aquatic Resources Inventory. https://www.ecoatlas.org/regions/ecoregion/sacramento-valley;

2. U.S. Fish & Wildlife Service. 2022. *National Wetlands Inventory* https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/;

3. U.S. Fish & Wildlife Service. 2022. *iPac Database.* https://ipac.ecosphere.fws.gov/; and

4. U.S. Natural Resources Conservation Service. 2022. Web Soil Survey. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

Following the above data review, Dr. Barnett conducted an intensive pedestrian survey of the site to apply species occurrence predictions to actual, existing habitat types and conditions in order to realistically determine the actual probability (if any) of each species' occurrence.

RESULTS

Existing Habitats and Conditions

The property supports an array of trees either planted or volunteered since it's first occupancy. A number of native oak trees (e.g. Valley, blue & interior live) currently occur onsite, along with other native conifers such as incense cedar, Ponderosa pine, & gray pine. The remaining trees on the property were apparently planted as landscape species over the period of the parcel's occupancy. These include such species as glossy privet, pecan, plum, orange, loquat, as well as stone and Canary Island pine conifer species. There is little to no shrub understory, save for a small succulent garden south of the primary residence. Any herbaceous (e.g. grass) understory has been limited by ongoing human disturbance.

Special Status Plants

We reviewed plant species occurrence records from the CDFW's *Natural Diversity*, Calflora's *What Grows Here?*, and the California Native Plant Society's *Rare Plant Inventory* databases, along with available soils (including serptentinic/gabbro soils) databases to identify those species with a real potential to occur on this site, not including extinct or extirpated species. Any real likelihood of occurrence (e.g.. very low) of any remaining species must also be tempered by the disturbed nature of the site.

Our evaluation concludes that rare or special status plant species (other than locally-protected oak tree species) have, at best, only a negligible chance of occurring here due to its urban location and long-disturbed nature.

Special Status Wildlife

We also reviewed CDFW's *Natural Diversity Database* (Figure 1) for recorded wildlife occurrences in the vicinity and queried the USFWS *Information for Planning & Consultation* (iPac), as well as previous studies on nearby properties in the City to determine any real potential for sensitive wildlife to occurr here.

We saw no bird nest structures in any of the native (or landscape) trees onsite, an observation likely due to these trees' relative sizes, condition and location. There is no shrub understory and the condition of the herbaceous ground cover reflects frequent and recent enough disturbance to preclude occupation by ground nesting birds (e.g. burrowing owl, northern harrier) or other special status wildlife species.

Because of the low-quality habitat on this project site, we are only able to identify a single, special-status species (the American badger [*Taxidea taxus*]) with even the slightest potential to even move through the area. However, routine disturbance by surrounding human activity likely precludes even this species from occurring here, though they could conceivably traverse the site at night, when there is no human activity or presence.

Wildlife Movement Corridors

The site is located in a relatively urbanized area near other existing development, including the SunCountry Folsom, Cobble Hills Ridge, and May Glen subdivisions and Folsom Industrial Park. The currently disturbed nature of this and surrounding properties, along with the absence of permanent or temporary streams or waterways to encourage fish or wildlife movement, would greatly likely preclude any value of this property as a wildlife movement corridor.

RECOMMENDATIONS

Based on the above examination, I see no potential adverse impacts of the proposed subdivision on extant, legally-protected resources beyond those associated with native (w/dbh > 6") or heritage oak trees.

We would therefore recommend the applicant pursue appropriate tree permitting, as necessary, as apparently 35 of the trees onsite are protected under the City's tree ordinance per California Tree & Landscape's arborist recommendation (see Table 1, below)

Regardless of a low likelihood of project impacts, however, we always recommend a bird (incl. tree- and ground-nesting raptors) nesting survey during the breeding season (2/15-9/1) to confirm no adverse impacts to protected species within 14 days of the beginning of construction.

TABLE 1 – 1014 Sibley Street, Folsom CA – Protected Trees

Tree Species	Trees Inventoried	Trees on the Site[1]	Protected Trees		Development Impacts
Blue Oak, *Quercus douglasii*	2	2	2	Private Property, Protected by Species	TBD
Canary Island Pine, *Pinus canariensis*	1	1	1	Within the Street ROW[2]	TBD
Glossy Privet, Ligustrum sp.	9	9	2	Within the Street ROW	TBD
Grey Pine, Pinus sabiniana	1	1	1	Within the Street ROW	TBD
Incense Cedar, Calocedrus decurrens	2	2	1	Within the Street ROW	TBD
Interior Live Oak, *Quercus wislizenii*	21	21	21	Private Property, Protected by Species & within the Street ROW	TBD
Italian Stone Pine, *Pinus pinea*	2	2	0		TBD
Ponderosa Pine, *Pinus ponderosa*	1	1	0		TBD
Valley Oak, *Quercus lobata*	5	5	0		TBD
Misc Orchard Species	5	5	2	Within the Street ROW	TBD
Total	49	49	35		

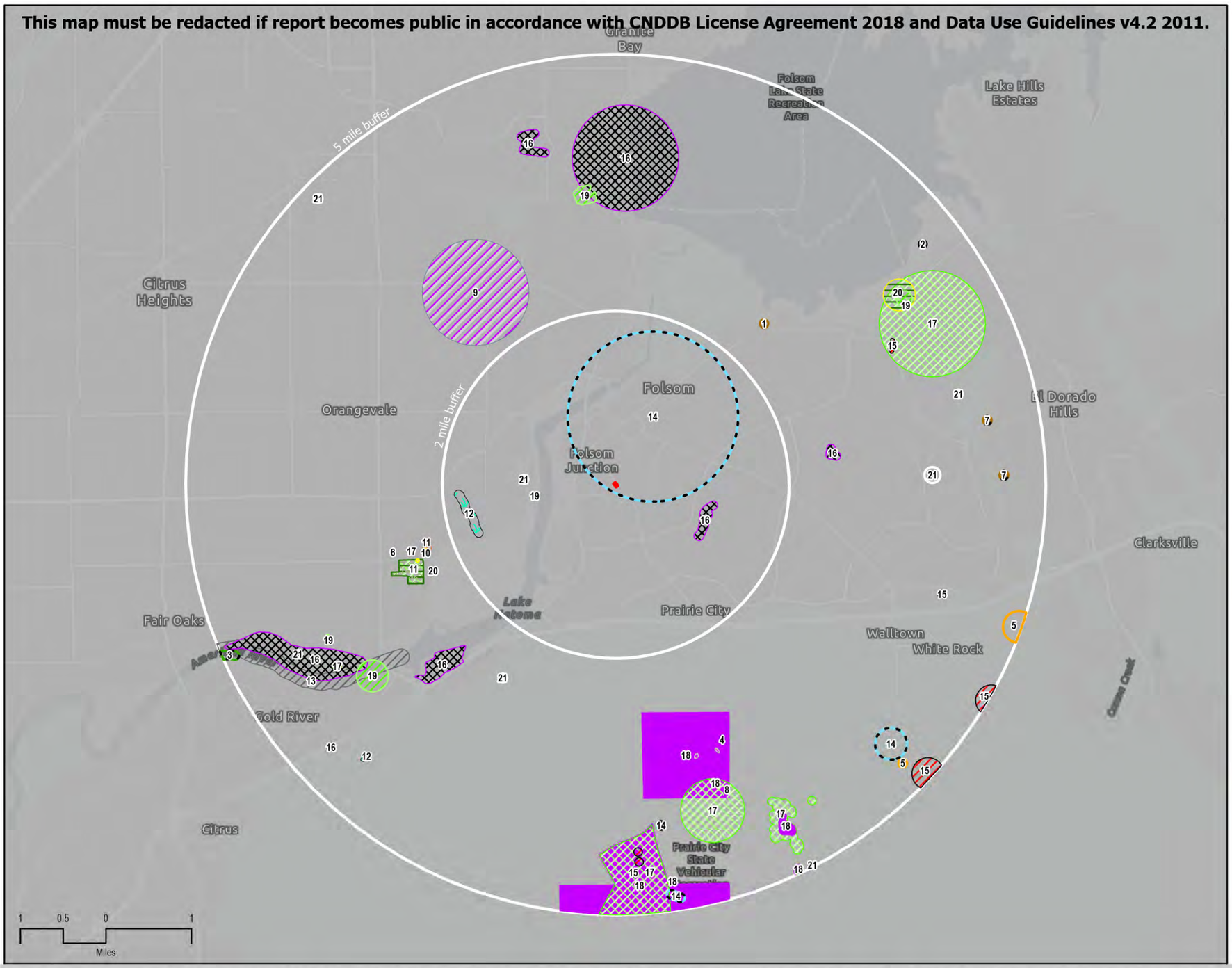
Please do not hesitate to contact me with any questions regarding this review or to further discuss my methods, conclusions, or recommendations.

Yours most sincerely,

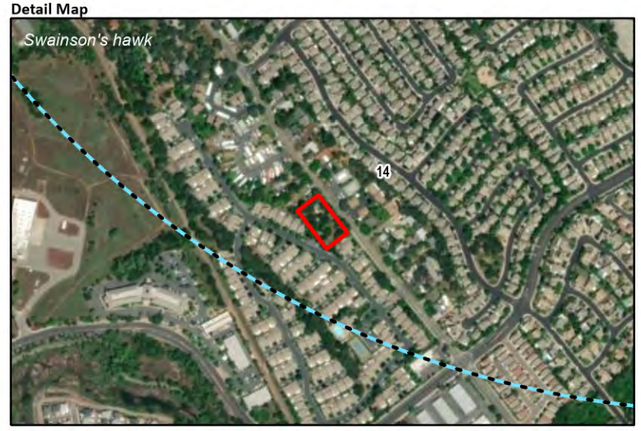
Bruce D. Barnett

Bruce D. Barnett, Ph.D.
Barnett Environmental

This map must be redacted if report becomes public in accordance with CNDDB License Agreement 2018 and Data Use Guidelines v4.2 2011.



Detail Map



CNDDB

- American badger, 1
- bald eagle, 2
- bank swallow, 3
- Boggs Lake hedge-hyssop, 4
- burrowing owl, 5
- dwarf downingia, 6
- golden eagle, 7
- legenere, 7
- pallid bat, 9
- pincushion navarretia, 10
- Sacramento Orcutt grass, 11
- Sanford's arrowhead, 12
- steelhead - Central Valley DPS, 13
- Swainson's hawk, 14
- tricolored blackbird, 15
- valley elderberry longhorn beetle, 16
- vernal pool fairy shrimp, 17
- vernal pool tadpole shrimp, 18
- western pond turtle, 19
- western spadefoot, 20
- white-tailed kite, 21
- Parcel (APN 071-0200-056)

CNDDB version July 2023. The occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not yet been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area. https://www.wildlife.ca.gov/Data/CNDDB July 2023. Sources: Esri, DeLorme, HERE. Scale: 1:78,000, original map 11x17.

FIGURE 1 - CALIFORNIA NATIONAL DIVERSITY DATABASE (CNDDB) RECORDED SPECIES OBSERVATION

Date: July 07, 2023

N

BARNETT ENVIRONMENTAL

1014 SIBLEY STREET • SACRAMENTO COUNTY, CA

Appendix C

Arborist Report

California Tree and Landscape Consulting, Inc.

PRELIMINARY ARBORIST REPORT & TREE INVENTORY

May 25, 2022 REVISED May 26, 2022

Luis Ocon
Via Email: luis@oconrealtygroup.com

RE: 1014 Sibley Street, APN #071-0200-056-0000, City of Folsom jurisdiction, California

Executive Summary:
Luis Ocon of Ocon Realty Group, on behalf of the property owner, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the trees on the site for purposes of providing preliminary information for planning the development of the parcel. The property is located at 1014 Sibley Street and falls within the jurisdiction of the City of Folsom, California. See Supporting Information Appendix 1 –Tree Location Map.

Tyler Thomson, ISA Certified Arborist #WE-WE12751A, was on site May 10, 2022 to provide species identification, measurements of diameter and canopy, field condition notes and arborist ratings. A total of 49 trees were included in the survey, of which, 35 are protected according to the City of Folsom Tree Preservation ordinance.

Tree Species	Trees Inventoried	Trees on the Site[1]	Protected Trees		Development Impacts
Blue Oak, *Quercus douglasii*	2	2	2	Private Property, Protected by Species	TBD
Canary Island Pine, *Pinus canariensis*	1	1	1	Within the Street ROW[2]	TBD
Glossy Privet, Ligustrum sp.	9	9	2	Within the Street ROW	TBD
Grey Pine, Pinus sabiniana	1	1	1	Within the Street ROW	TBD
Incense Cedar, Calocedrus decurrens	2	2	1	Within the Street ROW	TBD
Interior Live Oak, *Quercus wislizenii*	21	21	21	Private Property, Protected by Species & within the Street ROW	TBD
Italian Stone Pine, *Pinus pinea*	2	2	0		TBD
Ponderosa Pine, *Pinus ponderosa*	1	1	0		TBD
Valley Oak, *Quercus lobata*	5	5	5	Private Property, Protected by Species & within the Street ROW	TBD
Misc Orchard Species	5	5	2	Within the Street ROW	TBD
Total	49	49	35		

[1] CalTLC is not a licensed land surveyor. Tree locations are approximate and we do not determine tree ownership. Trees which appear to be on another parcel are listed as off-site and treated as the property of that parcel.
[2] The Right of Way is not clearly defined. The City provided that the ROW extends 12.5' from the back of the sidewalk on the south side and 18' from the edge of pavement on the north side. A licensed surveyor should locate the ROW and any trees within the ROW for accuracy.

METHODS

Appendix 2 in this report is the detailed inventory of the trees. The following terms will further explain our methods and findings.

The protected trees evaluated as part of this report have a numbered tag that was placed on each one that is 1-1/8" x 1-3/8", green anodized aluminum, "acorn" shaped, and labeled: CalTLC, Auburn, CA with 1/4" pre-stamped tree number and Tree Tag. They are attached with a natural colored aluminum 10d nail, installed at approximately 6 feet above ground level on the approximate north side of the tree. The tag should last ~10 – 20+ years depending on the species, before it is enveloped by the trees' normal growth cycle.

A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPhone or Samsung. The data was then processed in ESRI's ArcMap by Julie McNamara, M.S. GISci, to produce the tree location map.

Tree Measurements: DBH (diameter breast high) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A steel diameter tape was used to measure the DBH for all trees. A Stanley laser distance meter was used to measure distances and/or pacing was used to estimate canopy measurements. Canopy radius measurements may also have been estimated due to obstructions, such as steep slopes or other trees.

Terms

Field Tag #	The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree. Sometimes also includes a virtual tag # (such as 1 – 100) for verification of unprotected foliage on the aerial map.
Old Tag #	If additional field tags are found on the trees and are legible, they are listed here.
Species	The species of a tree is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.
DBH	Diameter breast high' is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted in the next column "measured at"
Measured at	Height above average ground level where the measurement of DBH was taken
Canopy radius	The farthest extent of the crown composed of leaves and small twigs. Most trees are not evenly balanced. This measurement represents the longest extension from the trunk to the outer canopy. The dripline measurement is from the center point of the tree and is shown on the Tree Location Map as a circle. This measurement can further define a protection zone if specified in the local ordinance as such or can indicate if pruning may be required for development.

Protected Root Zone

The radius of the protected root zone is a circle equal to the trunk diameter inches converted to feet and factored by tree age, condition and health pursuant to the industry standard. Best Management Practices: Managing Trees During Construction, the companion publication to the Approved American National Standard, provides guidance regarding minimum tree root protection zones for long term survival. In instances where a tree is multi-stemmed the protected root zone is equal to the extrapolated diameter (sum of the area of each stem converted to a single stem) factored by tree age, condition and health.

Arborist Rating

Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection.

No problem(s)	Excellent	**5**	No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect
No apparent problem(s)	Good	**4**	The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.
Minor problem(s)	Fair	**3**	The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated and/or health can be improved.
Major or uncorrectable problems (2)	Poor	**2**	The tree has major problems. If the option is taken to preserve the tree, additional evaluation to identify if health or structure can be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. Additionally, risk should be evaluated as a tree rated 2 may have structural conditions which indicate there is a high likelihood of some type of failure. Tree rated 2 should be removed if these additional evaluations will not be performed.
Extreme problem(s)	Hazardous	**1**	The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.
Dead	Dead	**0**	This indicates the tree has no significant sign of life.

Notes:

Provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed (for example - why dbh may have been measured at a location other than the standard 54”). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

DISCUSSION

Trees need to be protected from normal construction practices if they are to remain on the site and are expected to survive long term. While construction damage in the root zone is often the death of a tree, the time from when the damage occurs to when the symptoms begin and/or the tree dies can be years. Our recommendations are based on experience and the local ordinance requirements to enhance tree longevity. It requires the calculated root zone must remain intact as an underground ecosystem despite the use of heavy equipment to install foundations, driveways, underground utilities, and landscape irrigation systems. Simply walking and driving on soil can have serious consequences to tree health. The Tree Preservation Requirements and General Development Guidelines should be incorporated into the site plans and enforced onsite. The project arborist should be included in the development team during construction to provide expertise and make additional recommendations if additional impacts occur or tree response is poor.

RECOMMENTATIONS: SUMMARY OF TREE PROTECTION MEASURES

Follow all of the General Development Guidelines, Appendix 3, for protection of the trees during any type of development. Contact the project arborist if there are special circumstances and these guidelines can not be followed.

Report Prepared by:

Nicole Harrison

Registered Consulting Arborist #719

ISA Certified Arborist #WC-6500AM, TRAQ
American Society of Consulting Arborists

Appendix 1 – Tree Location Map
Appendix 2 – Tree Data
Appendix 3 – General Development Guidelines
Appendix 4 – Site Photographs

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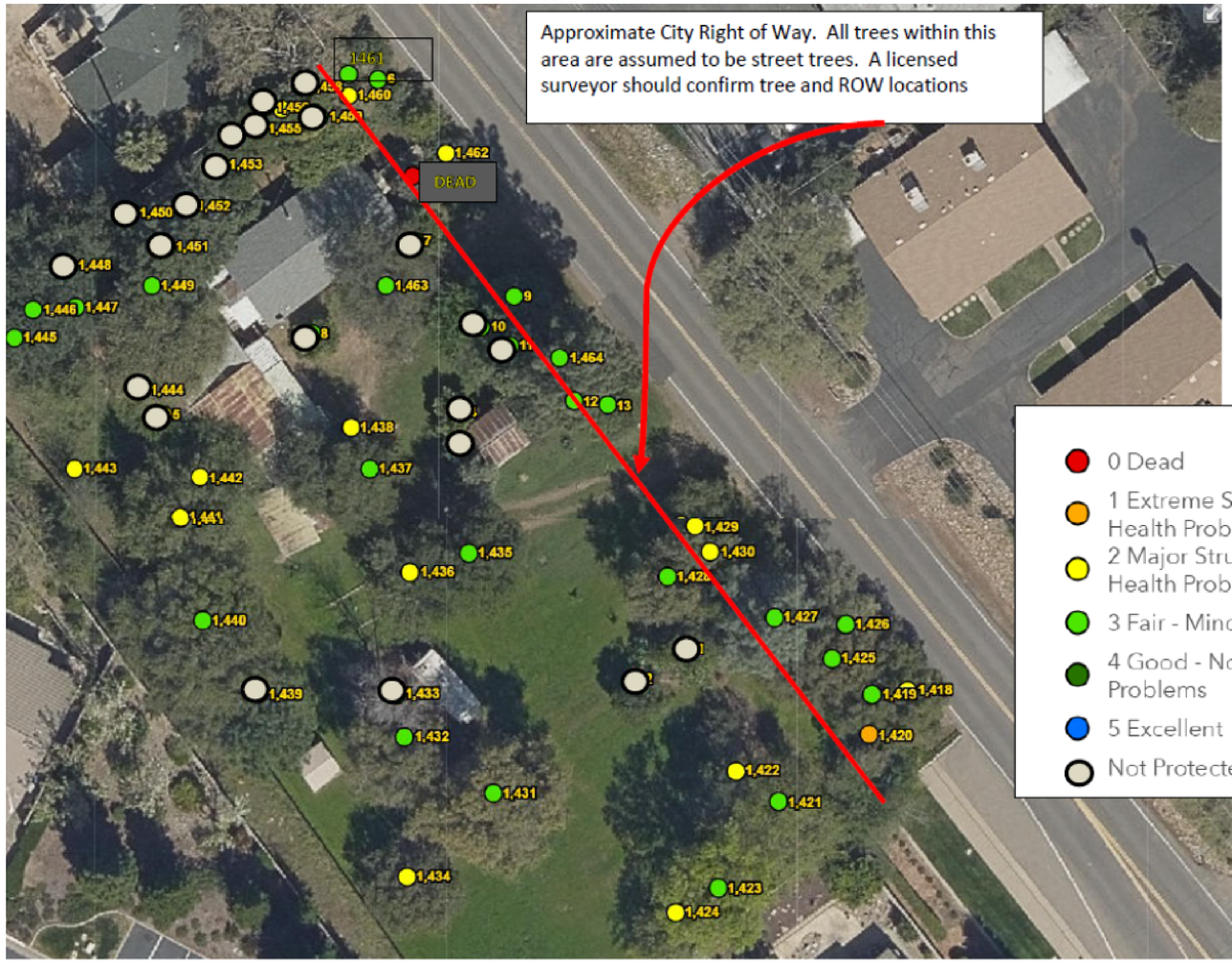
SEE ARBORIST REPORT FOR ADDITIONAL DETAILS

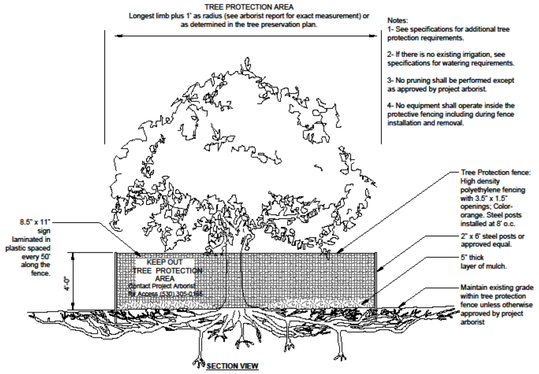


California Tree & Landscape Consulting, Inc.

1243 High Street
Auburn, CA 95603

TREE PROTECTION GENERAL REQUIREMENTS

1. The project arborist for this project is California Tree & Landscape Consulting. The primary contact information is Nicole Harrison (530) 305-0165. The project arborist may continue to provide expertise and make additional recommendations during the construction process if and when additional impacts occur or tree response is poor. Monitoring and construction oversight by the project arborist is recommended for all projects and required when a final letter of assessment is required by the jurisdiction.
2. The project arborist should inspect the exclusionary root protection fencing installed by the contractors prior to any grading and/or grubbing for compliance with the recommended protection zones. Additionally, the project arborist shall inspect the fencing at the onset of each phase of construction. The root protection zone for trees is specified as the 'canopy radius' in Appendix 2 in the arborist report unless otherwise specified by the arborist. Note 'dripline' is not an acceptable location for installation of tree protection fencing.
3. The project arborist should directly supervise any clearance pruning, irrigation, fertilization, placement of mulch and/or chemical treatments. If clearance pruning is required, the Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist. Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site.
4. No trunk within the root protection zone of any trees shall be removed using a backhoe or other piece of grading equipment.
5. Clearly designate an area on the site that is outside of the protection area of all trees where construction materials may be stored, and parking can take place. No materials or parking shall take place within the protection zones of any trees on or off the site.
6. Any and all work to be performed inside the protected root zone fencing, including all grading and utility trenching, shall be approved and/or supervised by the project arborist.
7. Trenching, if required, inside the protected root zone shall be approved and/or supervised by the project arborist and may be required to be performed by hand, by a hydraulic or air spade, or other method which will place pipes underneath the roots without damage to the roots.
8. The root protection zone for trees is specified as the 'canopy radius' in Appendix 2 in the arborist report unless otherwise specified by the arborist. Note 'dripline' is not an acceptable location for installation of tree protection fencing.



S-X TREE PROTECTION

URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE

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TREE LOCATION MAP

Page 1 of 1

Property Line
Measured Tree Canopy
Tree Protection Fencing

1014 Sibley Street

City of Folsom, California

Sheet No.
TPP 1.0

Prepared by Nicole Harrison, ISA Cert #WE-6500AM

Date: 5/25/2022

APPENDIX 2

TREE INFORMATION DATA

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	DBH (in.)	Multi-Stems	Measured at (in.)	Canopy Radius	Arborist Rating	Dvlpmt Status	Field Notes
9	Street?		Glossy Privet	Ligustrum lucidum		5, 5, 4	54	11	3 Fair - Minor Problems	TBD	multi stem at 1'. good vigor.
13	Street?		Valley Oak	Quercus lobata	4		54	8	3 Fair - Minor Problems	TBD	small diameter Valley Oak. good structure and vigor.
1418	Street?		Interior Live Oak	Quercus wislizeni	5.5		54	16	2 Major Structure or Health Problems	TBD	fair base, young sprouts present. heavy lean east. towards road, poor structure. fair vigor.
1419	Street?		Interior Live Oak	Quercus wislizeni	15.5		54	20	3 Fair - Minor Problems	TBD	good base and flare. small low lateral branches all directions. fair structure. good vigor. 15' from street.
1420	Street?		Incense Cedar	Calocedrus decurrens	10		54	11	1 Extreme Structure or Health Problems	TBD	fair base. 8" flush cut at 2'. 7" codom leader flush cut at 5'. poor structure. dead canopy and extensive branch die back.
1421	Yes		Valley Oak	Quercus lobata	17		54	24	3 Fair - Minor Problems	TBD	good base and flare. fair structure, leans moderately south. canopy to wall on property line south. good vigor.
1422	Yes		Valley Oak	Quercus lobata	14		12	14	2 Major Structure or Health Problems	TBD	swollen base, sunken sinuses. grafted codom stems with 2' seam. crowded stems. low canopy. fair vigor.
1423	Yes		Valley Oak	Quercus lobata	22		54	27	3 Fair - Minor Problems	TBD	good base and flare.codom at 7 and 8'. epicormic sprouts on canopy branches. good structure and vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	DBH (in.)	Multi-Stems	Measured at (in.)	Canopy Radius	Arborist Rating	Dvlpmt Status	Field Notes
1424	Yes		Blue Oak	Quercus douglasii	11		54	15	2 Major Structure or Health Problems	TBD	good base. surrounded by small diameter Plum trees. codom at 7'. poor structure, unbalanced canopy, understory. fair/low vigor.
1425	Street?		Interior Live Oak	Quercus wislizeni	18		36	22	3 Fair - Minor Problems	TBD	good base and flare. low lateral branches southwest. good structure and vigor.
1426	Street?		Valley Oak	Quercus lobata	11		54	16	3 Fair - Minor Problems	TBD	good base. leans slightly east towards street. good vigor.
1427	Street?		Gray Pine	Pinus sabiniana	20.5		54	25	3 Fair - Minor Problems	TBD	good base, structure and vigor.
1428	Street?		Interior Live Oak	Quercus wislizeni	14		54	23	3 Fair - Minor Problems	TBD	good base, structure and vigor. 3" low lateral branch southeast.
1429	Street?		Interior Live Oak	Quercus wislizeni	10.5		54	26	2 Major Structure or Health Problems	TBD	minor dead bark on base. extensive dead bark and decay on trunk. heavy lean northeast toward street. low vigor.
1430	Street?		Interior Live Oak	Quercus wislizeni	11		54	25	2 Major Structure or Health Problems	TBD	good base. swollen lateral branch union at 4'. heavy lean south. poor structure. fair vigor.
1431	Yes		Interior Live Oak	Quercus wislizeni	24.5		54	25	3 Fair - Minor Problems	TBD	good base, structure and vigor. large diameter grape vines into canopy top.
1432	Yes		Interior Live Oak	Quercus wislizeni	16		54	26	3 Fair - Minor Problems	TBD	good base. unbalanced canopy west. fair structure and vigor. grape vine up into canopy.
1433	No		Pecan	Carya illinoinensis	12		54	19	3 Fair - Minor Problems	TBD	good base, structure and vigor.
1434	Yes		Interior Live Oak	Quercus wislizeni	19		54	20	2 Major Structure or Health Problems	TBD	fair base. deep sunken sinuses below swollen multi stem union at 4'. fair structure and vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	DBH (in.)	Multi-Stems	Measured at (in.)	Canopy Radius	Arborist Rating	Dvlpmt Status	Field Notes
1435	Yes		Interior Live Oak	Quercus wislizeni	19		54	26	3 Fair - Minor Problems	TBD	good base, structure and vigor. codom at 6'.
1436	Yes		Interior Live Oak	Quercus wislizeni	14		54	26	2 Major Structure or Health Problems	TBD	good base. heavy lean west. poor structure. fair vigor.
1437	Yes		Interior Live Oak	Quercus wislizeni	16		36	20	3 Fair - Minor Problems	TBD	good base, structure and vigor. leans slightly west.
1438	Yes		Interior Live Oak	Quercus wislizeni	9.5		54	23	2 Major Structure or Health Problems	TBD	good base, leans heavy west. poor structure.
1439	No		Stone Pine	Pinus pinea		17, 13, 8	54	18	2 Major Structure or Health Problems	TBD	tree uprooted many years ago. branches became primary stems, poor structure. unbalanced north stem. fair vigor.
1440	Yes		Interior Live Oak	Quercus wislizeni		17.5, 11.5	54	21	3 Fair - Minor Problems	TBD	codom at grade. north stem understory structure, low lateral branches over fence west. fair structure. good vigor.
1441	Yes		Interior Live Oak	Quercus wislizeni	17.5		54	28	2 Major Structure or Health Problems	TBD	abnormal base, growing through steel planter box. if box is removed, base with be exposed. good canopy structure. low vigor.
1442	Yes		Interior Live Oak	Quercus wislizeni	18		24	25	2 Major Structure or Health Problems	TBD	growing in steel planter box, elevated roots mat 1' off grade. open cavity in base west. multi stem at 4'. fair structure. heavy lean west. fair/low vigor.
1443	Yes		Interior Live Oak	Quercus wislizeni	7.5		12	12	2 Major Structure or Health Problems	TBD	good base. codom at 2'. good structure. damaged foliage throughout.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	DBH (in.)	Multi-Stems	Measured at (in.)	Canopy Radius	Arborist Rating	Dvlpmt Status	Field Notes
1444	No		Plum	Prunus sp.		10, 8	54	17	1 Extreme Structure or Health Problems	TBD	swollen base with decay present. trunks spiral around each other. high amount of small dead branches. heavy lean west. low vigor.
1445	Yes		Blue Oak	Quercus douglasii	12		54	16	3 Fair - Minor Problems	TBD	good base. one sided canopy west. good vigor.
1446	Yes		Interior Live Oak	Quercus wislizeni		7.5, 7	54	14	3 Fair - Minor Problems	TBD	fair base. codom at 1'. understory structure. leans moderately west. fair structure and vigor.
1447	Yes		Interior Live Oak	Quercus wislizeni	14.5		54	24	3 Fair - Minor Problems	TBD	good base, structure and vigor. leans slightly southwest.
1448	No		Stone Pine	Pinus pinea	27.5		54	28	3 Fair - Minor Problems	TBD	good base, structure and vigor. codom at 20'.
1449	Yes		Interior Live Oak	Quercus wislizeni	20.5		54	27	3 Fair - Minor Problems	TBD	good base. low branches on buildings roofs. good structure and vigor.
1450	No		Glossy Privet	Ligustrum lucidum		10, 7, 7, 5	54		2 Major Structure or Health Problems	TBD	multi stem at 1'. next to fence. crowded crossing stems. poor structure. low vigor.
1451	No		Ponderosa Pine	Pinus ponderosa	24		54	19	3 Fair - Minor Problems	TBD	good base, structure and vigor. ropes girdling trunk in 2 spots.
1452	No		Incense Cedar	Calocedrus decurrens	20.5		54	19	1 Extreme Structure or Health Problems	TBD	leans heavy north. 95% dead branches, dead canopy. poor structure. low vigor.
1453	No		Glossy Privet	Ligustrum lucidum	6		54	11	2 Major Structure or Health Problems	TBD	damaged 4" surface root. fair structure and vigor.
1454	No		Glossy Privet	Ligustrum lucidum		9, 8	54	17	3 Fair - Minor Problems	TBD	codom at grade. next to fence. fair structure. branches lean over fence. small diameter sprouts at grade.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	DBH (in.)	Multi-Stems	Measured at (in.)	Canopy Radius	Arborist Rating	Dvlpmt Status	Field Notes
1455	No		Glossy Privet	Ligustrum lucidum	6		54	14	3 Fair - Minor Problems	TBD	fair base, structure and vigor.
1456	No		Glossy Privet	Ligustrum lucidum	9		54	14	3 Fair - Minor Problems	TBD	good base, structure and vigor.
1457	No		Glossy Privet	Ligustrum lucidum	7		54	13	2 Major Structure or Health Problems	TBD	elevated damaged surface roots. branch die back in canopy. fair structure and vigor.
1458	No		Glossy Privet	Ligustrum lucidum		12, 7	54	15	3 Fair - Minor Problems	TBD	fair base. deep sinuses in base and trunk. grafting codom stems north. fair structure, branches lean over fence. good vigor.
1459	No		Orange	Citrus sinensis		11, 11, 6	54	18	3 Fair - Minor Problems	TBD	good base and flare. multi stem at 2'. good structure and vigor.
1460	Street?		Japanese Loquat	Eriobotrya japonica	7		54 	8	2 Major Structure or Health Problems	TBD	fair base. dead bark up and around trunk. high amount of dead branches. fair structure. low vigor.
1461	Street?		Glossy Privet	Ligustrum lucidum	7		54	9	3 Fair - Minor Problems	TBD	next to fence. leans toward street. fair structure and vigor.
1462	Street?		Japanese Loquat	Eriobotrya japonica	7		12	10	2 Major Structure or Health Problems	TBD	fair base. crossing codominant stems. dead canopy top.
1463	Yes		Interior Live Oak	Quercus wislizeni	16		54	25	3 Fair - Minor Problems	TBD	good base. codom at 11'. canopy corrects west. lateral branches over house.
1464	Street?		Canary Island Pine	Pinus canariensis	31		54	30	3 Fair - Minor Problems	TBD	good base, structure and vigor.

APPENDIX 3
GENERAL DEVELOPMENT GUIDELINES

Definitions

Root zone: The roots of trees grow fairly close to the surface of the soil, and spread out in a radial direction from the trunk of tree. A general rule of thumb is that they spread 2 to 3 times the radius of the canopy, or 1 to 1 ½ times the height of the tree. It is generally accepted that disturbance to root zones should be kept as far as possible from the trunk of a tree.

Inner Bark: The bark on most large trees is quite thick, usually 1" to 2". If the bark is knocked off a tree, the inner bark, or cambial region, is exposed and/or removed. The cambial zone is the area where tissues responsible for adding new layers to the tree each year are located. Removing or damaging this tissue results in a tree that can only grow new tissue from the edges of the wound. In addition, the interior wood of the tree is exposed to decay fungi and becomes susceptible to decay. Tree protection measures require that no activities occur which can knock the bark off the trees.

Methods Used in Tree Protection:

No matter how detailed Tree Protection Measures are in the initial Arborist Report, they will not accomplish their stated purpose unless they are applied correctly and a Project Arborist oversees the construction. The Project Arborist should have the ability to enforce the Protection Measures. It is advisable for the Project Arborist to be present at the Pre-Construction meeting to answer questions the contractors may have about Tree Protection Measures. This also lets the contractors know how important tree preservation is to the developer.

Root Protection Zone (RPZ): Since in most construction projects it is not possible to protect the entire root zone of a tree, a Root Protection Zone is established for each tree to be preserved. The minimum Root Protection Zone is the area calculated as 1 to 1.25' for every inch of trunk diameter (ie. A 10" diameter tree will have an RPZ of 10') or the dripline if required by local ordinance. The Project Arborist must approve work within the RPZ.

Irrigate, Fertilize, Mulch: Prior to grading on the site near any tree, if specified by the project arborist, the area within the Tree Protection fence should be fertilized with 4 pounds of nitrogen per 1000 square feet, and the fertilizer irrigated in. The irrigation should percolate at least 24 inches into the soil. This should be done no less than 2 weeks prior to grading or other root disturbing activities. After irrigating, cover the RPZ with at least 12" of leaf and twig mulch. Such mulch can be obtained from chipping or grinding the limbs of any trees removed on the site. Acceptable mulches can be obtained from nurseries or other commercial sources. Fibrous or shredded redwood or cedar bark mulch shall not be used anywhere on site.

Fence: Fence around the Root Protection Zone and restrict activity therein to prevent soil compaction by vehicles, foot traffic or material storage. The fenced area shall be off limits to all construction equipment, unless there is express written notification provided by the Project Arborist, and impacts are discussed and mitigated prior to work commencing.

No storage or cleaning of equipment or materials, or parking of any equipment can take place within the fenced off area, known as the RPZ.

The fence should be highly visible, and stout enough to keep vehicles and other equipment out. I recommend the fence be made of orange plastic protective fencing, kept in place by t-posts set no farther apart than 6'.

In areas of intense impact, a 6' chain link fence is preferred.

In areas with many trees, the RPZ can be fenced as one unit, rather than separately for each tree.

Where tree trunks are within 3' of the construction area, place 2" by 4" boards vertically against the tree trunks, even if fenced off. Hold the boards in place with wire. Do not nail them directly to the tree. The purpose of the boards is to protect the trunk, should any equipment stray into the RPZ.

Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.[3]

Expose and Cut Roots: Breaking roots with a backhoe, or crushing them with a grader, causes significant injury, which may subject the roots to decay. Ripping roots may cause them to splinter toward the base of the tree, creating much more injury than a clean cut would make. At any location where the root zone of a tree will be impacted by a trench or a cut (including a cut required for a fill and compaction), the roots shall be exposed with either a backhoe digging radially to the trunk, by hand digging, or by a hydraulic air spade, and then cut cleanly with a sharp instrument, such as chainsaw with a carbide chain. Once the roots are severed, the area behind the cut should be moistened and mulched. A root protection fence should also be erected to protect the remaining roots, if it is not already in place. Further grading or backhoe work required outside the established RPZ can then continue without further protection measures.

Protect Roots in Deeper Trenches: The location of utilities on the site can be very detrimental to trees. Design the project to use as few trenches as possible, and to keep them away from the major trees to be protected. Wherever possible, in areas where trenches will be very deep, consider boring under the roots of the trees, rather than digging the trench through the roots. This technique can be quite useful for utility trenches and pipelines.

Protect Roots in Small Trenches: After all construction is complete on a site, it is not unusual for the landscape contractor to come in and sever a large number of "preserved" roots during the installation of irrigation systems. The Project Arborist must therefore approve the landscape and irrigation plans. The irrigation system needs to be designed so the main lines are located outside the root zone of major trees, and the secondary lines are either laid on the surface (drip systems), or carefully dug with a hydraulic or air spade, and the flexible pipe fed underneath the major roots.

[3] International Society of Arboriculture (ISA), maintains a program of Certifying individuals. Each Certified Arborist has a number and must maintain continuing education credits to remain Certified.

Design the irrigation system so it can slowly apply water (no more than ¼" to ½" of water per hour) over a longer period of time. This allows deep soaking of root zones. The system also needs to accommodate infrequent irrigation settings of once or twice a month, rather than several times a week.

Monitoring Tree Health During and After Construction: The Project Arborist should visit the site at least twice a month during construction to be certain the tree protection measures are being followed, to monitor the health of impacted trees, and make recommendations as to irrigation or other needs. After construction is complete, the arborist should monitor the site monthly for one year and make recommendations for care where needed.

Chemical Treatments: The owner or developer shall be responsible to contact an arborist with a pesticide applicators license to arrange for an application of a root enhancing hormone, such as Paclobutrazol, to mitigate the stress produced by the development **prior to grading**. Additionally, at the discretion of the project arborist, an insect infestation preventative for both boring insects and leaf feeding insects and/or fungal preventative for leaf surfaces may be required. Roots pruned during the course of performing a cut may be required to be treated with a biofungicide such as Bio-Tam.

Appendix D

Greenhouse Gas Reduction Strategy Consistency Checklist

CITY OF
FOLSOM

Greenhouse Gas Reduction Strategy Consistency Checklist

UPDATED
March 24, 2021

City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630
(916) 461-6202

Introduction

On August 28, 2018, the City adopted its 2035 General Plan, which establishes the framework to guide future growth and development. As part of the General Plan, the City also adopted a Greenhouse Gas Emissions Reduction Strategy (see Appendix A to the General Plan). These serve as the City's Climate Action Plan (CAP). Together they outline the policies and programs that the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of this Consistency Checklist (Checklist) is to, in conjunction with the 2035 General Plan GHG Reduction Strategy and the General Plan EIR, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

Applicability

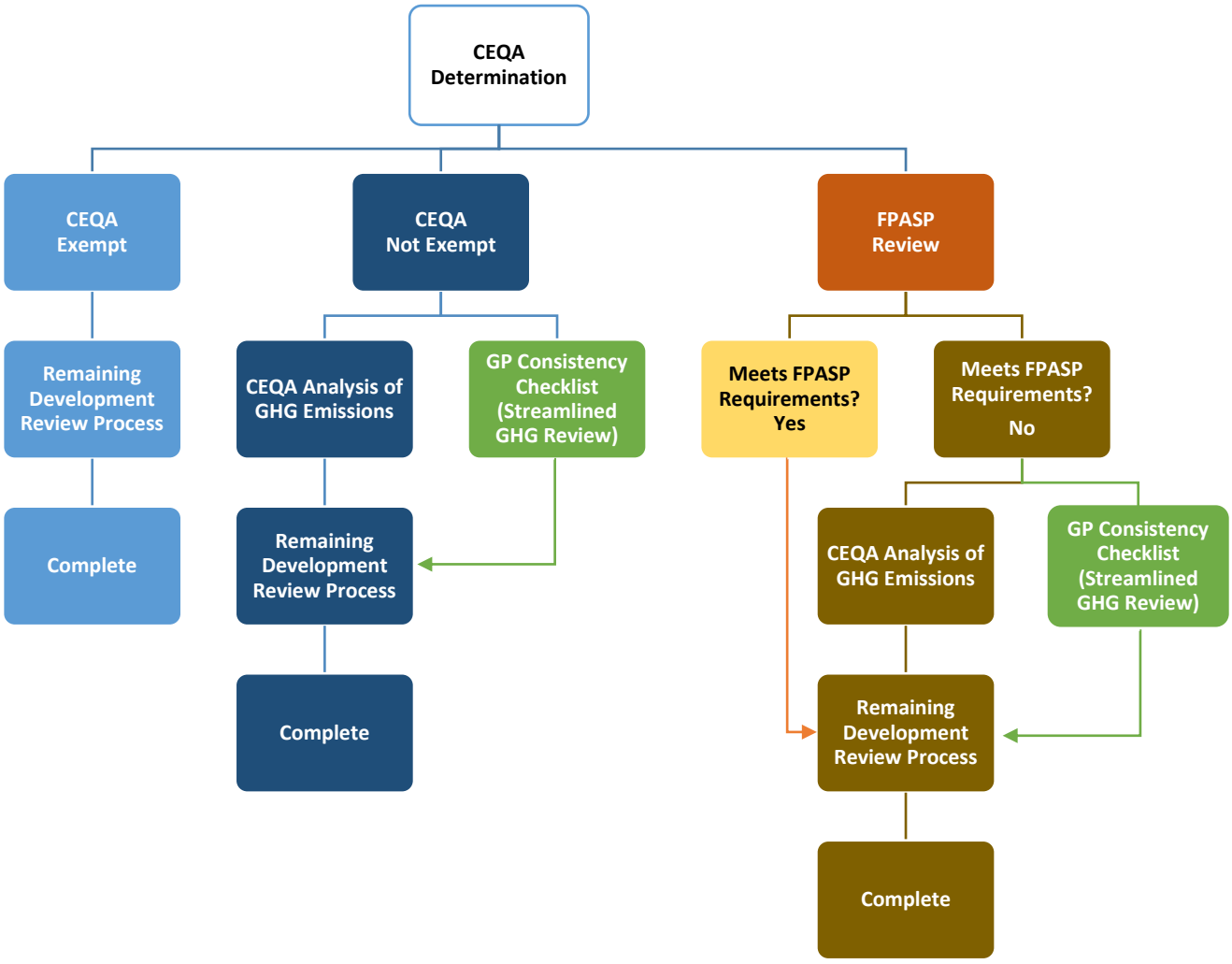
This Checklist contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the General Plan are achieved. Implementation of these measures would ensure that new development is consistent with the General Plan's assumptions for achieving the identified GHG reduction targets.

- As shown in the diagram on the following page, the Checklist is required **only** for projects subject to CEQA review.
    - ***Exception***: *Projects located in the Folsom Plan Area Specific Plan (FPASP) area and consistent with the Specific Plan requirements do not have to complete this checklist but must address the requirements and applicable GHG mitigation measures of the Specific Plan and its environmental impact report (EIR)*.
- If required, the Checklist must be included in the project submittal package. The development application is available on the City's website.
- The requirements in the Checklist must be included in the project's conditions of approval as well as in the mitigation measures in the Climate Change/GHG section of the project-specific CEQA document (i.e., EIR, Mitigated Negative Declaration, etc.).
- The applicant must provide an explanation of how the proposed project will implement these requirements to the satisfaction of the Community Development Department.

Please note that the Checklist may be updated to incorporate new GHG reduction techniques or to comply with later amendments to the General Plan or local, State, or federal law.

Streamlining Benefits

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The City's General Plan contains a strategy for the reduction of GHG emissions prepared in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project that is consistent with the General Plan as determined through the use of this Checklist may rely on the General Plan and General Plan EIR for the cumulative impacts analysis of GHG emissions (refer to diagram below). Therefore, a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the General Plan's GHG Reduction Strategy. This would also apply to projects in the FPASP that don't meet the Specific Plan requirements, but do comply with the requirements of the General Plan's GHG Reduction Strategy. However, projects that are not consistent with the Strategy must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the General Plan.



GHG Reduction Strategy Consistency Checklist - Project Application

Application Information			
Project No./Name:	Sibley Street Residential Project		
Property Address:	1014 Sibley Street		
Applicant Name:	David Storer		
Contact Phone:	(916) 502-7341	Contact Email:	storerdas@comcast.net
Was a consultant used to complete this checklist?		Yes ☑	No ☐
Consultant Name:	Rod Stinson	Contact Phone:	(916) 372-6100
Company Name:	Raney Planning & Management	Contact Email:	rods@raneymanagement.com

Project Information	
1. What is the size of the project? (acres)	0.86
2. Identify all applicable proposed land uses:	
Residential (indicate # of single-family units):	12
Residential (indicate # of multi-family units):	
Commercial (indicate total square footage):	
Industrial (indicate total square footage):	
Office (indicate total square footage):	
Mixed Use (indicate total square footage/# units):	
Other (describe):	
3. Is the project located in a Transit Priority Area (within ½-mile radius of light rail station) or the East Bidwell Mixed Use Overlay?	Yes ☑ No ☐
4. Provide a brief description below of the proposed project:	
The proposed project would include the demolition of all on-site structures and the development of the site with six single-family residences and six accessory dwelling units (ADUs) located on six residential lots ranging from 5,537 square feet (sf) to 8,269 sf. Each unit would include a two-car garage and primary site access would be provided by three new driveways off of Sibley Street. Development of the proposed project would require the approval of a Rezone and Tentative Parcel Map.	

Part 1: Land Use Consistency

Land Use Consistency*		
Checklist Item *(Check the appropriate box and provide an explanation and supporting documentation for your answer to either A, B, C, or D).*	**Yes**	**No**
A. The proposed project is consistent with the City's 2035 General Plan land use and zoning designations.†	X	
B. If proposed project is not consistent with the 2035 General Plan land use designation, the proposed amendment or rezone will result in an increased density within a Transit Priority Area (TPA) or East Bidwell Mixed-Use Overlay area (refer to 2035 General Plan Land Use Map).(1), (4)		
C. If the proposed project is not consistent with the 2035 General Plan land use and zoning designations, the project will include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations.(2), (4)		
D. The proposed project is located in and consistent with the requirements of the Folsom Plan Area Specific Plan (FPASP) area south of Highway 50.(3), (5)		

If "**Yes**," proceed to Part 2 of the Checklist and:

(1) For question B above, also complete Part 3 of the checklist.

(2) For question C above, provide estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation.

(3) For question D above, the project is covered by the requirements of the FPASP and its EIR and does NOT need to complete the Checklist.

If "**No**," in accordance with the CEQA Significance Thresholds, the project's GHG impact is significant.

(4) For questions A, B, C, and D the project must nonetheless incorporate each of the measures identified in Part 2 to mitigate cumulative GHG emissions impacts unless the City finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Part 2 of the Checklist.

* *Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.*

† *In the event of a conflict between the 2035 General Plan and Zoning Code (Chapter 17 of the Folsom Municipal Code), to check YES the project must be consistent with the 2035 General Plan requirements. If the project is not consistent with the zoning, a rezone may be required unless the project includes affordable housing.*

Explanation:

The City of Folsom General Plan designates the project site as Single Family High Density (SFHD) and the site is zoned General Apartment District (R-4) and Residential, Multifamily Dwelling District Planned Development (R-M PD). The proposed project is consistent with the project site's General Plan land use designation. In addition, while the proposed project would require a Rezone from R-4 and R-M PD to Residential, Single-Family Dwelling, Small Lot District Planned Development (R-1-M PD), the proposed Rezone is intended to bring the zoning designation of the site into alignment with the project site's existing General Plan land use designation. As such, the proposed project would be consistent with section "A" of the table above.

Part 2: GHG Reduction Measures Consistency

The second part of the checklist evaluates a project's consistency with the applicable policies and programs of the General Plan. If "Not Applicable" (N/A) is checked, please explain below.

GHG Reduction Measures - Consistency Checklist				
Checklist Item *(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)*	**GP GHG Measure**	**Yes**	**No**	**N/A**
BUILDING ENERGY SECTOR				
Exceeds Title 24: The project will exceed the requirements of the California Building Energy Efficiency Standards (Title 24, Part 6) by 15% or more; OR	E-1	X	___	___
CALGreen: The project will comply with Tier 1 or Tier 2 California Green Building Standards Code (CALGreen) (*Residential and non-residential projects*); OR	E-1			
LEED: The project is registered with the USGBC and is pursuing LEED Silver certification or greater (*Non-residential projects only*); OR	E-1			
Zero Net Energy: The project will be Zero Net Energy (ZNE) and will include on-site renewable energy as listed in California Green Building Standards Code (CALGreen) in Appendix A4 (Section A4.203).	E-1			
Water Heater Replacement: One of the following types of water heaters will be installed (*Existing buildings only*): • Tankless water heater • Electric water heater • Ground source heat pump • Solar thermal water heater • Heat pump water heater	E-2	___	___	X
Energy Audit: An energy audit be performed prior to the issuance of the building permit and the applicant agrees as a condition of approval to incorporate all cost-effective energy improvements into the project based on the recommendations of the energy audit. (*Existing buildings only*)	E-3	___	___	X
Renewable Energy for Building Retrofits: The retrofit or expansion for the project will add on-site installation of solar panels/photovoltaics, the use of geothermal heating and cooling, or the use of wind power (*Existing buildings only*).	E-4	___	___	X

GHG Reduction Measures - Consistency Checklist				
Checklist Item *(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)*	**GP GHG Measure**	**Yes**	**No**	**N/A**
BUILDING ENERGY SECTOR				
Explanation: The proposed project would be required to comply with the Tier 1 mandatory residential requirements of the California Green Building Standards Code (CALGreen). As part of compliance with the CALGreen code, each residential unit proposed as part of the project would be required to include a solar PV system sufficient to meet 100 percent of the unit's electricity demand.				

GHG Reduction Measures - Consistency Checklist				
Checklist Item *(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)*	**GP GHG Measure**	**Yes**	**No**	**N/A**
TRANSPORTATION SECTOR				
Project Location and Density: Project is located within a Transit Priority Area (1/2-mile of a light rail station) or within the East Bidwell Mixed-Use Overlay and has a mix of uses (i.e., residential, office, commercial, etc.) with a minimum density of 20 units per acre (du/ac) or a Floor Area Ratio (FAR) of 0.75; OR	T-1	X See Attached	___	___
Mix of Uses: The project is a mixed-use building with two or more uses (i.e., residential, commercial, office, etc.) or if the site is 5 acres or larger there are two or more uses on the site connected by protected pedestrian paths (e.g., sidewalks, elevated walkways) excluding driveways.	T-1			
Complete Streets (*New Development only*): For projects that include the construction of new streets, the project will design and build complete streets (i.e., streets with sidewalk, planter strip, bike lane and vehicle lane(s)) as set forth in Section 11 of the City's Design and Procedures Manual and Improvement Standards - Standard Construction Specifications and Details.	T-2	___	___	X ___

<table>
<tr><th colspan="5">GHG Reduction Measures - Consistency Checklist</th></tr>
<tr><th>Checklist Item
(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</th><th>GP GHG Measure</th><th>Yes</th><th>No</th><th>N/A</th></tr>
<tr><td colspan="5">TRANSPORTATION SECTOR</td></tr>
<tr><td>Bicycle Parking: Project provides 5% more bicycle parking spaces than required in the City's Municipal Code (Section 17.57.090); OR</td><td>T-3</td><td rowspan="2">___</td><td rowspan="2">___</td><td rowspan="2">X
___</td></tr>
<tr><td>Shower Facilities (Non-residential only): Project would either meet the requirements of Section 17.57.050(C) of the Folsom Municipal Code or will install changing/shower facilities in accordance with the voluntary measures under Appendix A5 of the California Green Building Standards Code (CALGreen) as shown in the table below:
<table>
<tr><th>Number of Tenant Occupants (Employees)</th><th>Shower/Changing Facilities Required</th><th>Personal Effects Lockers Required (12" x 15" x 72")</th></tr>
<tr><td>0-10</td><td>0</td><td>0</td></tr>
<tr><td>11-50</td><td>1</td><td>2</td></tr>
<tr><td>51-100</td><td>3</td><td>3</td></tr>
<tr><td>101-200</td><td>5</td><td>4</td></tr>
<tr><td>201 and over</td><td>1 shower stall plus 1 additional stall for each 200 additional tenant-occupants</td><td>1 locker plus 1 locker for each additional 50 additional tenant occupants</td></tr>
</table>
</td><td>T-3</td></tr>
<tr><td>Reduced Parking Capacity (Non-Residential): For new non-residential projects, the project will reduce total parking spaces by 5% and will comply with the requirements of Section 17.57.050(C) of the Folsom Municipal Code OR provide one or more of the following:
Shared parking agreement with adjacent property owner.
Use of street parking or compact spaces on site plan.
Program to encourage employees to carpool, ride share or use alternate forms of transportation (e.g., employee bus pass program).</td><td>T-5</td><td>___</td><td>___</td><td>X
___</td></tr>
</table>

<table>
<tr><th colspan="5">GHG Reduction Measures - Consistency Checklist</th></tr>
<tr><th>Checklist Item
(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</th><th>GP GHG Measure</th><th>Yes</th><th>No</th><th>N/A</th></tr>
<tr><td colspan="5">TRANSPORTATION SECTOR</td></tr>
<tr><td><u>High-Performance Diesel (Construction only)</u>: Use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment.</td><td>T-6</td><td>X</td><td>___</td><td>___</td></tr>
<tr><td><u>Electric Vehicle Charging (Residential)</u>: For multifamily projects with 17 or more dwelling units, provide electric vehicle charging in 5% of total parking spaces; OR</td><td>T-8</td><td rowspan="3">X</td><td rowspan="3">___</td><td rowspan="3">___</td></tr>
<tr><td><u>Electric Vehicle Charging (Residential)</u>: For one- and two-family dwellings and townhouses with attached private garages, install at least one (1) electric vehicle charger which includes a dedicated 208/240-volt branch circuit that has an overcurrent protective device rated at 40 amperes minimum per dwelling unit; OR</td><td>T-8</td></tr>
<tr><td><u>Electric Vehicle Charging (Non-Residential)</u>: Project will install electric vehicle charging stations based on the total number of parking spaces and shown in the table below:
<table>
<tr><th>Total Parking Spaces</th><th>Number of Required Spaces</th></tr>
<tr><td>0-9</td><td>0</td></tr>
<tr><td>10-25</td><td>2</td></tr>
<tr><td>26-50</td><td>3</td></tr>
<tr><td>51-75</td><td>5</td></tr>
<tr><td>76-100</td><td>7</td></tr>
<tr><td>101-150</td><td>10</td></tr>
<tr><td>151-200</td><td>14</td></tr>
<tr><td>201 and over</td><td>8% of total</td></tr>
</table></td><td>T-8</td></tr>
</table>

GHG Reduction Measures - Consistency Checklist				
Checklist Item *(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)*	**GP GHG Measure**	**Yes**	**No**	**N/A**
SOLID WASTE				
Enhanced Construction Waste Diversion: Project diverts to recycle or salvage at least 65% of nonhazardous construction and demolition waste generated at the project site in accordance with either Appendix A4 (Residential) or Appendix A5 (Non-Residential) of the California Green Building Standards Code. This may be done by using a waste management company that can provide verifiable documentation that the waste diversion complies with this requirement.	SW-1	X	___	___
WATER AND WASTE WATER				
Water Efficiency: For new residential and non-residential projects, the project will comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1, as outlined in the California Green Building Standards Code.	W-1	X	___	___
Commercial Water Audit: For existing commercial and industrial projects that require substantial addition, alteration, and expansion to existing facilities, the project must comply with a water audit. The water audit must be performed prior to issuance of a building permit. The applicant agrees, as a condition of approval, to incorporate all cost-effective water efficiency improvements into the project design, per recommendations in the water audit.	W-2	___	___	X
Large Landscape Irrigation Audit: For existing multi-family projects or commercial and industrial projects on lots 5 acres or larger, the project must comply with a water audit. The water audit must be performed prior to issuance of a building permit. The applicant agrees, as a condition of approval, to incorporate all cost-effective water efficiency improvements into the project design, per recommendations in the water audit.	W-2	___	___	X

Part 3: Project Conformance Evaluation (*if applicable*)

The third part of the consistency review only applies if B is checked YES in Part 1. The purpose of this is to determine whether a project that is located in any of the City's Transit Priority Areas (i.e., 1/2-mile of the Historic Folsom Station TPA, Glenn Station TPA, or Iron Point Station TPA) or the East Bidwell Mixed Use Overlay area which includes a land use plan and/or zoning designation amendment is nevertheless consistent with the General Plan's GHG Reduction Strategy because it would implement those policies and programs. In general, a project that would result in a reduction in density inside a TPA or mixed-use overlay area[‡] would not be consistent with the GHG reduction policies nor could it take advantage of CEQA streamlining benefits available through Senate Bill 375 (2009). The following questions must each be answered in the affirmative and fully explained.

1. Would the proposed project implement the General Plan's Transit Oriented Development (TOD) or Mixed-Use District policies in an identified Transit Priority Area (TPA) or Mixed Use Overlay area that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

Considerations for this question:

a) Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA or Mixed-Use Overlay area (Minimum of 20 du/acre)? **Yes** ☐ **No** ☐ **N/A** ☑

b) Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA or Mixed-Use Zone (Minimum of 0.75 FAR)? **Yes** ☐ **No** ☐ **N/A** ☑

c) If the project is mixed-use, is 75% or the total building square footage for residential use? **Yes** ☐ **No** ☐ **N/A** ☑

If N/A, checked please explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

[‡] *Project located in the East Bidwell Mixed-Use Overlay area would not qualify for CEQA streamlining under SB 375 unless the project was located near a high frequency bus stop (i.e., a stop with 15-minute bus headways during peak commute times. Currently none of the City's bus stops are high frequency bus stops).*

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas or Mixed-Use Overlay areas to increase the use of transit?

Considerations for this question:

a) Does the proposed project support/incorporate identified transit routes and stops/stations? **Yes** ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

b) Does the project include transit priority measures consistent with General Plan Goal 3.1 and related policies? **Yes** ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas or Mixed-Use Overlay areas to increase walking opportunities?

Considerations for this question:

a) Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, parks, shopping centers, and libraries)? **Yes** ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

b) Does the proposed project urban design include features for walkability to promote a transit supportive environment? **Yes** ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

c) Does the project fill gaps in the City's existing sidewalk network? **Yes** ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

4. Would the proposed project implement the City of Folsom's Bicycle Master Plan to increase bicycling opportunities?

Considerations for this question:

a) Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan? **Yes** ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

b) Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users (i.e., includes separated sidewalks, bike paths, and vehicle travel lanes)? **Yes** ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?

Considerations for this question:

a) Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA or Mixed-Use Overlay area?
Yes ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

b) Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA or Mixed-Use Overlay area?
Yes ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

c) Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking[§], reduced parking, paid or time-limited parking, etc.?
Yes ☐ **No** ☐ **N/A** ☑

Explain: Question B of Part 1 was not checked. As such, the above considerations do not apply to the proposed project.

[§] *"Unbundled parking" is a strategy in which parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit.*

Appendix A - City GHG Reduction Measures and Implementing Programs**

E-1 Improve Building Energy Efficiency in New Development*

- PFS-25 Zero Net Energy Development: Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates.
    - Applicable to: New Development
- LU-6 Adopt Green Building: Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required.
    - Applicable to: New Development

E-2 Water Heater Replacement in Existing Residential Development

- PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program: Provide educational material and information on the City's website, as well as through the permit and building department, on the various high-efficiency and alternatively-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternatively-powered water heating systems that reduce or eliminate natural gas usage such as solar water heating systems, tankless or storage electric water heaters, and electric heat pump systems.
    - Applicable to: Existing Development

E-3 Improve Building Energy Efficiency in Existing Residential Development

- PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs: Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:

** GHG Reduction Strategy measures are from Appendix A of the 2035 General Plan adopted August 28, 2018.

- Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.
- Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects.
- Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.
- Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low- interest loans or property tax assessments.
- Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs).
    - Applicable to: Existing Development

E-4 Increase Use of Renewable Energy in Existing Development

- PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs: Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:
    - Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.
    - Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects.
    - Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.
    - Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low- interest loans or property tax assessments.
    - Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs).
        - Applicable to: Existing Development

T-1 Reduce VMT through Mixed and High-Density Land Use*

- LU-1. Update the Zoning Ordinance: Develop a priority list for how sections of the Folsom Zoning Ordinance and applicable guidelines will be updated consistent with the General Plan. The City shall review and update the Folsom Zoning Ordinance and applicable guidelines, consistent with the policies and diagrams of the General Plan. The update shall include developing appropriate standards to encourage mixed use within the East Bidwell Overlay area and transit-oriented development around light rail

stations, including restrictions on automobile-oriented uses within one-quarter mile of light rail stations. The City shall review and update the Historic District Design and Development Guidelines.

  - Applicable to: New and Existing Development

- LU-4. Property Owner Outreach on Overlay Designations: Reach out to property owners within the East Bidwell Mixed Use Overlay and Transit-Oriented Development Overlay areas to explain the options available to property owners and developers in this area, and provide technical assistance, as appropriate, to facilitate development within these areas.

  - Applicable to: New and Existing Development

T-2 Improve Streets and Intersections for Multi-Modal Use and Access*

- M-8. Bicycle and Pedestrian Improvements: Identify regional, State, and Federal funding sources to support bicycle and pedestrian facilities and programs to improve roadways and intersections by 2035. Actions include:

  - Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.
  - Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used.
    - Applicable to: Existing and New Development

T-3 Adopt Citywide TDM Program

- M-1. Transportation Demand Management: Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with

employers to develop a menu of incentives and encourage participation in TDM programs.

- Applicable to: Existing and New Development

T-5 Reduce Minimum Parking Standards*

- M-11. Parking Standards Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use and transit-oriented developments.
    - Applicable to: Existing and New Development

T-6 Require the Use of High-Performance Renewable Diesel in Construction Equipment*

- PFS-26 Renewable Diesel: Revise the City of Folsom's Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035.

  For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, the use of high-performance renewable diesel would be required consistent with the above targets.

    - Applicable to: Existing and New Development

T-8 Install Electric Vehicle Charging Stations*

- M-3. Electric Vehicle Charge Stations in Public Places: Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather.
    - Applicable to: Existing and New Development

SW-1 Increase Solid Waste Diversions

- This measure is addressed though Program LU-6 (Adopt Green Building) as both LEED and CALGreen Tier 1 require solid waste diversion to gain certification.
    - Applicable to: Existing and New Development

W-1 Increase Water Efficiency in New Residential Development*

- PFS-27 Reduce Water Consumption in New Development: Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water- efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council)

  For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.

  - Applicable to: New Development
  - Time Frame: Ongoing

W-2 Reduce Outdoor Water Use in New Residential Development*

- PFS-27 Reduce Water Consumption in New Development: Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water- efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council)

  For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.

  - Applicable to: New Development
  - Time Frame: Ongoing

**Applies to projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan.*


Find area, length, or location
Miles
Measurement Result
0.5 Miles
Folsom Blvd
Southern Pacific
Karat Ln
Sibley St
Diamond Glen Cir
Jewel Stone Way
Appel Ct
Addison Ct
Glenn Dr
Willow Creek
Coolidge Dr
Sllo St