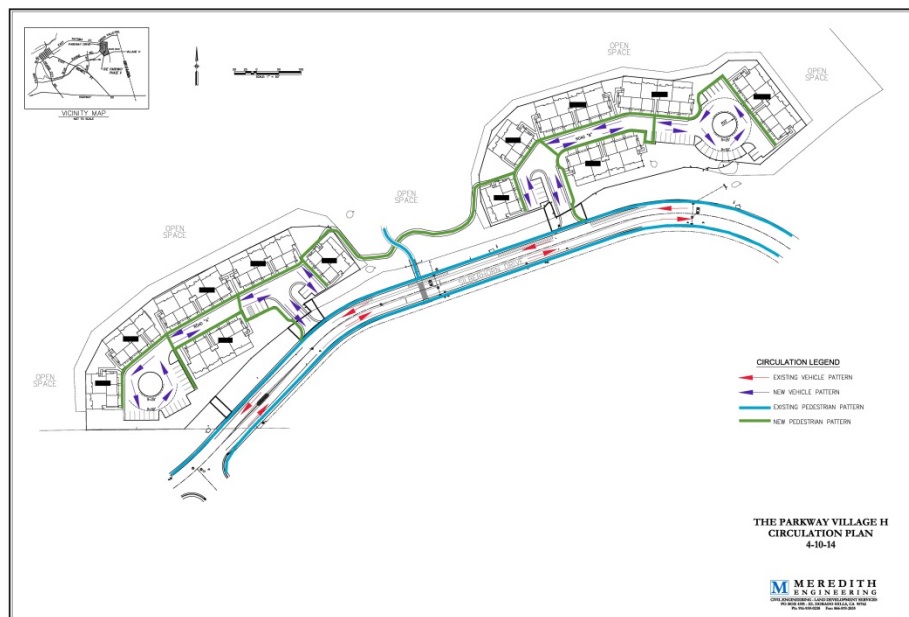


# City of Folsom Recirculated Initial Study and Mitigated Negative Declaration

## Parkway Village H1 and H2 Subdivision Project



**Originally Circulated October 2013**

**Recirculated April 2014**

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**CITY OF FOLSOM  
 RECIRCULATED INITIAL STUDY  
 AND  
 MITIGATED NEGATIVE DECLARATION  
 PARKWAY VILLAGE H1 AND H2 SUBDIVISION**

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# INITIAL STUDY AND ENVIRONMENTAL EVALUATION

<b>Project Title:</b>	The Parkway Village H1 and H2 Subdivision
<b>Entitlements Requested:</b>	Specific Plan Amendment, Tentative Subdivision Map, and Planned Development Permit
<b>Lead Agency Name and Address:</b>	City of Folsom Community Development Department 50 Natoma Street, Folsom, CA 95630
<b>Contact Person and Phone Number</b>	Steve Banks, Senior Planner (916) 355-7385
<b>Project Sponsor's Name and Address:</b>	The Parkway Company, LLC 4525 Serrano Parkway El Dorado Hills, CA 95672
<b>General Plan Designation:</b> Residential, single family (SF)	<b>Existing Zoning:</b> Parkway Specific Plan (SP 93-3) with underlying zoning of single family (R-1)

## 1. INTRODUCTION

This Initial Study addresses the proposed Parkway Village H1 and H2 Subdivision project and whether it may cause significant effects on the environment. These potential environmental effects are further evaluated to determine whether they were examined in the Folsom General Plan Environmental Impact Report (EIR) as amended by the EIR for the East Area Facilities Plan, as well as the EIR prepared for the Parkway Development Project at Blue Ravine (referred to as the Parkway Development Project). In particular, consistent with Public Resources Code (PRC) §21083.3, this Initial Study focuses on any effects on the environment which are specific to the proposed project, or to the parcels on which the project would be located, which were not analyzed as potentially significant effects in the General Plan EIR as amended by the EIR for the East Area Facilities Plan, or the Parkway Development Project EIR, or for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. For additional information regarding the relationship between the proposed project and the previous EIRs, see Section 6 of this Initial Study.

The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the California Environmental Quality Act (CEQA) Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on State CEQA Guidelines §§15064 and 15064.4 in its determination of the significance of environmental effects. According to §15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

## **2. RECIRCULATION OF DRAFT IS/MND**

The Parkway Village H1 and H2 Subdivision project IS/MND was originally circulated for public comment in October 2013. The City received comment letters from local residents regarding the proposed project's potential impact in regards to traffic/circulation and public health and safety. Although none of the comments raised specifically addressed CEQA adequacy, the City opted to conduct additional traffic analysis; concurrently, the project applicant revised the project description to incorporate several traffic calming measures and additional design features that were not part of the original project description. The originally circulated draft IS/MND was not adopted by the Lead Agency.

Accordingly, the City determined that recirculation of the public review IS/MND was warranted. This document had been revised in response to comments received from the public and recirculated per CEQA Guidelines Section 15073.5(b)(1) because a new potentially significant effect was identified (Level of Service failure at the intersection of Golf Links Drive and Silberhorn Drive under the cumulative project condition) along with mitigation to reduce the impact to less than significant. Additional minor clarifying revisions have been made to other discussions and/or mitigation measures to be consistent with current documents, regulations and policies. However, these other minor clarifying revisions are not considered "substantial revisions" that would otherwise have necessitated recirculation of this document.

## **3. PROJECT BACKGROUND**

The proposed project consists of four lots totaling 5.44 acres divided into two distinct development clusters, H1 and H2. Lots 11 and 12 are the locations of the proposed residential development, and Lots 7 and 8 follow the northern perimeter of Lots 11 and 12, respectively, and are planned for slope/landscaping buffers. The parcels are identified as Assessor's Parcel Numbers 071-1410-078, 071-1410-079, 071-1410-080, 071-1410-081.

The proposed project is included in Phase II of the Parkway Development Project, which encompasses approximately 610 acres and is bounded by Blue Ravine Road to the north, Old Natomas Ditch to the east, Lexington Hills to the south, and Willow Creek Estates to the west. An Environmental Impact Report (EIR) dated February 1993 was prepared for the entire Parkway

Development Project. The Parkway Specific Plan (SP93-3) was adopted on December 1993. Several of the associated technical studies used in preparation of the adopted EIR have been incorporated into the analysis set forth in this Initial Study, as applicable, and as described further in Section 6, Previous Relevant Environmental Analysis. Additionally, the following technical reports or survey results were used or conducted in preparation of this Initial Study.

- ECORP Consulting, Inc. Wetland Delineation for Parkway Village H, August 28, 2013 (2013a); Valley Elderberry Longhorn Beetle Survey for Parkway Village H, August 22, 2013 (2013b); Memorandum: Parkway Village H – Sanford’s Arrowhead Survey Results, July 16, 2013 (2013c); Cultural Resources Inventory and Evaluation Report, Parkway Village H, July 25, 2013 (2013d); and Parkway Village H1 and H2 Subdivision Trail Extension Memorandum (2014).
- Edwin E. Stirtz, Consulting Arborist, Initial Arborist Report and Tree Inventory Summary for the Parkway Project – Lots 11 and 12, August 4, 2012.
- Fehr & Peers, Inc., Parkway Village H1 and H2 Subdivision Draft Traffic Impact Analysis, April 2014.
- HELIX Environmental Planning, Inc., Biological Reconnaissance Survey, March 7, 2013 and April 16, 2014.
- Peak and Associates, Inc. Cultural Resources Assessment, April 16, 2013.
- Wallace-Kuhl Associates, Geotechnical Report for the Parkway Development Project, June 1994, verified June 2001.

#### 4. DESCRIPTION OF PROJECT

##### PROJECT LOCATION

The proposed project is situated in southeastern City of Folsom in northeastern Sacramento County, California. The project site is located north of Silberhorn Drive between Trowbridge Lane and Golf Links Drive. Willow Creek is located along the project site’s northern boundary. The proposed project is located within Sections 32 and 33, Township 10 North, Range 8 East (Mount Diablo Base and Meridian, United States Geological Survey 7.5 minute “Clarksville Quadrangle”). Refer to **Figure 1** in Attachment A.

## PROJECT SETTING AND SURROUNDING LAND USES

The immediate project vicinity is characterized by urban residential development with nearby open spaces/recreational facilities, undeveloped parcels, and business/professional centers. The proposed Parkway Village H1 and H2 Subdivision is located in the southeast area of the Parkway Development Project, which is a mixed-use development that includes residential, open space, commercial, parks, and a portion of the City of Folsom's Humbug-Willow Creek Parkway. The project site is situated south of Willow Creek which is included in the City of Folsom's Humbug-Willow Creek Parkway Master Plan. The Willow Creek corridor encompasses an open space easement that contains a Class I bike trail. Development north of the parkway is single-family residential. The Empire Ranch Alzheimer's Facility is northeast of the project site facing East Natoma Street, and an undeveloped parcel is east of the project site at the intersection of East Natoma Street with Golf Links Drive. The Empire Ranch Alzheimer's Facility and undeveloped parcels to the east and south are part of the Empire Ranch Development. The Lexington Hills Subdivision is an existing residential development southwest of the project site.

Neighboring land uses are summarized in **Table 1**.

**Table 1. Neighboring Land Uses**

Direction	Land Use
North	Humbug-Willow Creek Parkway, open space
East	Open space and undeveloped property
South	Undeveloped and residential properties
West	Open space and residential development

The two proposed development clusters (H1 and H2) are divided by an existing open space easement containing a Class I bike trail. Two combined pedestrian and bike trail segments would be constructed roughly parallel to the existing Class I bike trail to directly link the proposed project to the Willow Creek trail system. Lots 11 and 12 feature building pads constructed with engineered fill, presumably in support of a previous development plan, but the clusters are otherwise unimproved. Lots 7 and 8 planned for slope/landscaping buffers give way to steep slopes towards Willow Creek, which follows the northern boundary of the project site. Natomas Ditch follows the southern project boundary, between the project site and Silberhorn Drive.

An existing 30-foot-wide public drainage easement is located near the southwest portion of the western development cluster (H2) of the project site, and carries stormwater from the building pad to an existing water quality retention basin to the west. An abandoned ditch in an existing

30-foot-wide public drainage easement is located near the western portion of the eastern development cluster (H1) of the project site, and carries stormwater from the building pad to an existing water quality retention basin to the northwest.

The project site is characterized by ruderal herbaceous vegetation. Existing trees occur on the site, primarily along Natomas Ditch. Other than prior activities associated with constructing the building pads, the project site does not feature existing disturbances (e.g., no construction spoils, waste material piles, etc.). Refer to **Figure 2** in Attachment A for an aerial photograph of the project area.

## **PROPOSED PROJECT**

The project applicant is proposing to construct 56 condominium units in 12 buildings on 5.44 acres to achieve a density of 10.3 dwelling units per acre. The buildings will be constructed on two separate tracts connected by Silberhorn Drive. A total of 168 parking spaces will be provided. Each unit will include a two car garage (2 parking spaces x 56 garages = 112 parking spaces), and an additional 56 open parking spaces will be provided in the development, providing a total of 3 parking spaces per residential unit.

Based on public comments received during the original public comment period on the IS/MND, the project applicant proposes to construct a 240 square-foot (8x30 feet) traffic calming median and Americans with Disabilities Act-compliant access ramps along project site frontage on Silberhorn Drive to provide for public health and safety concerns. Additional proposed site improvements include: two combined pedestrian and bike trail segments to connect the proposed project to the existing Class I bike trail; underground utilities; drive aisles; drainage structures; lighting; sidewalks; and, landscaping. The project incorporates adjacent open space associated with the Humbug-Willow Creek Parkway. Refer to **Figures 3, 4, 5, and 6** in Attachment A for project design features.

## **Residential Buildings**

The applicant proposes to construct 12 two-story residential buildings containing 56 condominium units on the project site. H2 will contain one 6-unit building, two 5-unit buildings, one 4-unit building, and two 3-unit buildings, providing a total of 26 units. H1 will contain four 6-unit buildings, and two 3-unit buildings, providing a total of 30 units.

The majority of the buildings will be oriented so the backs of the units face the Humbug-Willow Creek Parkway north of the site, or other adjacent open space. Each ground level unit will have a yard. Open-view fences will be installed along the parcel line abutting open space. Refer to **Figure 3** in Attachment A.



## Parking and Circulation

Each of the development clusters will feature one driveway connecting to Silberhorn Drive. No motorized through-access will be provided – Silberhorn Drive will provide connectivity between the development clusters, and to other areas. H2 will be accessed near its eastern end, with immediate access to one building east of the entry driveway. One driveway will provide access to all of the units in the cluster, with a turn-around near the western end of the cluster. Open parking stalls directly access the driveway, and are located to the east and west of the access driveway and at the western end of the cluster at the turn-around. H1 will be accessed near its western end. Additional parking opportunities will be provided on the north side of Silberhorn Drive between the two project driveways with construction of traffic calming measures in the roadway. The projects parking characteristics are described above.

## Grading and Drainage

The entire project site will be disturbed during site preparation and grading. Lots 11 and 12 will be cleared of vegetation and graded, with the areas of the planned roadways graded to achieve 0.35 percent to 2.0 percent slope. One 12-inch drainage pipe will be installed in each existing drainage easement, to collect stormwater generated on the associated development cluster and carry it to the adjacent existing water quality retention basin.

One 36-inch diameter culvert will be installed along Natomas Ditch under each of the two driveways. Refer to **Figures 4 and 5** in Attachment A.

## Landscaping

The applicant proposes a landscaping plan that includes trees, various shrubs, and groundcover. The conceptual landscaping design concentrates plantings along the perimeter of the parcels, along the slope/landscaping buffer areas, and around the parking areas. The slope/landscaping buffer areas (Lots 7 and 8) provide an approximately 10- to 34-foot-wide landscaped buffer between the development and the parkway. The landscaping will incorporate native trees and shrubs such as shrubby yew pine (*Podocarpus macrophyllus*) and coast live oak (*Quercus agrifolia*). Plantings concentrated around the parking areas may include a variety of trees and shrubs that will screen the visual impact of the parking area. Trees such as Bowhall red maple (*Acer rubrum bowhall*), and Chinese pistache (*Pistachia chiliensis*) will line the parking areas to shade the open parking stalls. All landscaping will be appropriately irrigated and maintained.

Existing trees in the project site along Natomas Ditch will be retained in place and incorporated into the proposed landscape. Refer to **Figure 6** in Attachment A.

## **CONSTRUCTION AND PHASING**

Project construction is planned for Summer/Fall 2014, with an unknown duration, and will be constructed in one phase.

## **CITY REGULATION OF URBAN DEVELOPMENT**

Developed land uses in the City of Folsom are regulated specifically by the City's Municipal Code, in addition to the other adopted regulations and programs that apply to all proposed development within the City.

In more detail than the General Plan, the Municipal Code regulates land uses on a parcel-by-parcel basis throughout the City. In order to achieve this regulation, the City assigns each parcel within the City to a zoning district, such as a district for single-family homes. Regulations for each district apply equally to all properties within the district. The proposed residential, multifamily dwelling district (R-M) permits residential condominium development as planned by the Parkway Village H1 and H2 Subdivision project. The Parkway Specific Plan establishes minimum size, building coverage, and setback requirements, as well as parking requirements and limitations on building height.

The entitlements being requested by the project applicant for the Parkway Village H1 and H2 Subdivision include a Specific Plan Amendment. Specifically, the underlying zoning for the project site as identified in the Parkway Specific Plan would change from R-1 (Single-Family) to RM (Residential Multifamily) with no more than 17 dwelling units per acre.

## **OTHER CITY REGULATION OF URBAN DEVELOPMENT**

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

## Community Development Department Standard Construction Conditions

The City's standard construction requirements are set forth in the City of Folsom, Community Development Standard Construction Specifications published in May 2004. A summary of these requirements is set forth below, and hereby incorporated by reference into the project description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Community Development Department, 50 East Natoma Street; Folsom, California 95630.

The Department's standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City. *Use of Pesticides* – Requires contractors to store, use, and apply a wide range of chemicals consistent with all local, state, and federal rules and regulations.

*Air Pollution Control* – Requires compliance with all SMAQMD and City air pollution regulations.

*Water Pollution* – Requires compliance with City water pollution regulations, including NPDES provisions.

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

*Naturally Occurring Asbestos (NOA)* – Requires compliance with all SMAQMD and City air pollution regulations, including preparation and implementation of an Asbestos Dust Mitigation Plan consistent with the requirements of §93105 of the State Government Code.

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

*Public Convenience* – Regulates traffic through the work area, operations of existing traffic signals, roadway cuts for pipelines and cable installation, effects to adjacent property owners, and notification of adjacent property owners and businesses.

*Public Safety & Traffic Control* – Regulates signage and other traffic safety devices through work zones.

*Existing Utilities* – Regulates the relocation and protection of utilities.

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

*Cultural Resources* – Requires that contractors stop work upon the discovery of unknown cultural or historic resources, and that an archaeologist be retained to evaluate the significance of the resource to establish mitigation requirements.

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

*Clearing and Grubbing* – Specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.

*Reseeding* – Specifies seed mixes and methods for reseeded of graded areas.

### **City of Folsom Municipal Code**

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code. These requirements are summarized in **Table 2**, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Office of the City Clerk, 50 East Natoma Street; Folsom, California 95630.

**Table 2. City of Folsom Municipal Codes Regulating Construction and Development**

<b>Code Section</b>	<b>Code Name</b>	<b>Effect of Code</b>
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape

		requirements; defines water use restrictions.
14.19	Energy Code	Adopts the California Energy Code, 2010 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

## 5. PROJECT OBJECTIVES

The objective of the proposed project is to develop a residential community with the appropriate supporting facilities and infrastructure in the City of Folsom. The objective of providing the residential development must be achieved while minimizing environmental impacts to the maximum extent practicable and while meeting the requirements of local land use plans, including the City of Folsom’s Humbug-Willow Creek Parkway Master Plan, and the Parkway Specific Plan.

## 6. REQUIRED APPROVALS

A listing and brief description of the regulatory permits and approvals required to implement the Parkway Village H1 and H2 Subdivision project is provided below. This environmental document is intended to address the environmental impacts associated with all of the following decision actions and approvals:

- Specific Plan Amendment
- Tentative Subdivision Map
- Planned Development Permit
- California Department of Fish and Wildlife 1600 Permit
- Clean Water Act Section 404 Nationwide Permit
- Clean Water Act Section 401 Water Quality Certification

The City of Folsom General Plan and Municipal Code designate the project site as single family residential, and the Parkway Specific Plan identifies 24 residential units (4.5 units per acre). The proposed land use for the project site is multifamily residential, with 56 residential condominium units (10.3 units per acre). Although the proposed land use differs from the land use designation of the City of Folsom General Plan, and the Municipal Code zoning designation, no amendments to the General Plan or Municipal Code are anticipated. The Parkway Development Project contemplates a total of 1,358 single family residential units (477 for Phase I and 881 for Phase II); however, the total unit yield is total unit yield of single family residential units for the Parkway Development Project is 1,222 single family residential units (447 for Phase I and 775 for Phase II). Therefore, although the Parkway Village H1 and H2 Subdivision project is proposing a higher density residential use for the specific site, the overall density of the Parkway Development Project would remain consistent with the planned density of the Parkway Development Project at large.

### **City of Folsom**

The City of Folsom has the following discretionary powers related to the proposed Parkway Village H1 and H2 Subdivision project:

- **Certification of the environmental document:** The Folsom City Council will act as the lead agency as defined by CEQA, and will have authority to determine if the environmental document is adequate under CEQA.
- **Approve Project:** The Folsom City Council will consider approval of the project and all entitlements as described above.

### **Agencies**

Prior to project implementation, the project applicant will obtain a 1600 permit issued by the California Department of Fish and Wildlife, a Clean Water Act Section 404 Nationwide Permit issued by the U.S. Army Corps of Engineers for impacts to waters of the U.S., and a Clean Water Act Section 401 Water Quality Certification issued by the California Regional Water Quality Board.

## **7. PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS**

The EIR for the City of Folsom General Plan (1988) as amended by approval of the East Area Facilities Plan (1992) provides relevant policy guidance for this environmental analysis. Even though the site is not located within the boundaries of the East Area, the East Area Facilities Plan EIR was designed to update the EIR for the General Plan and the whole city. Thus, the East Area

Facilities Plan EIR updated and revised the environmental conclusions of the General Plan EIR so that the East Area Facilities Plan EIR provides the foundation environmental document for evaluating development throughout this part of the City.

A programmatic project-specific EIR was prepared for the Parkway Development Project at Blue Ravine (referred to as the Parkway Development Project), pursuant to the Folsom General Plan/East Area Facilities EIRs. The Parkway Development Project EIR evaluated impacts as a result of the entire Parkway Development Project, of which the Parkway Village H1 and H2 are included.

## **TIERING**

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

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

In the case of the proposed Parkway Village H1 and H2 Subdivision project, this Initial Study is tiered from the EIR for the City of Folsom General Plan as amended by approval of the East Area Facilities Plan. The City of Folsom adopted its current General Plan in 1988. The 1988 General Plan underwent extensive environmental review in the form of an EIR and Master Environmental Assessment (MEA). The Folsom City Council adopted the Urban Development Policy of the Folsom General Plan on June 6, 1988, by Resolution No. 1616 in order to implement the General Plan, to direct the orderly growth of the City, and to provide for an adequate level of service to the community. Pursuant to the urban development policy, Area Facilities Plans were formulated and adopted as part of the Public Facilities Element of the General Plan in order to assure an adequate funding level for municipal services and facilities in developing areas of the City.

In order to meet the requirements of the Urban Development Policy, the City and landowners within a then-undeveloped portion of the City known as the Folsom East Area initiated preparation of the Folsom East Area Facilities Plan. Concurrently, east area landowners requested that the City of Folsom consider a series of General Plan amendments for land uses in the area. The City of Folsom prepared and certified an EIR evaluating the direct, indirect, and citywide impacts of implementing the East Area Facilities Plan and requested General Plan amendments. Because of the large size of the east area relative to the remainder of the City of Folsom, the East Area Facilities Plan EIR, in effect, updated the EIR for the General Plan to reflect the configuration of the City as it would exist upon buildout of the City and the east area as modified.

The 1992 East Area Facilities Plan EIR contained a comprehensive evaluation of the effects of implementing the Folsom General Plan as amended by development within the East Area. The Folsom General Plan/East Area Facilities Plan EIRs as amended are comprehensive in their analysis of the environmental impacts associated with development of the City, including the area that makes up the proposed site of the Parkway Development Project (which includes the Parkway Village H1 and H2 Subdivision project). This includes discussion of a full range of alternatives and growth inducing impacts associated with urban development in the City, and the proposed Parkway Village H1 and H2 Subdivision project area.

The 1993 Parkway Development Project EIR is a programmatic project-specific EIR that evaluates impacts of developing the Parkway Development Project, which includes Parkway Village H1 and H2 Subdivision project, and consistency with the General Plan, as amended.

The Folsom General Plan, as amended, and the Parkway Development Project are projects that are related to the proposed Parkway Village H1 and H2 Subdivision project and, pursuant to §15152(a) of the State CEQA Guidelines, tiering of environmental documents is appropriate. State CEQA Guidelines §15152(e) specifically provides that,

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

The Folsom General Plan and the EIRs for the General Plan and the East Area Facilities Plan can be reviewed at the following location:



City of Folsom  
Community Development Department  
50 East Natoma Street  
Folsom, CA 95630  
Contact: Steve Banks, Senior Planner (916) 355-7385

## **INCORPORATION OF THE FOLSOM GENERAL PLAN AND EAST AREA FACILITIES PLAN EIRS BY REFERENCE**

The EIRs for the Folsom General Plan and the East Area Facilities Plan are comprehensive documents. Due to various references to the Folsom General Plan and East Area Facilities Plan EIRs in this proposed Parkway Village H1 and H2 Subdivision project, and to its importance relative to understanding the environmental analysis that has occurred to date with respect to development in the Folsom area, both documents are hereby incorporated by reference pursuant to State CEQA Guidelines §15150.

## **SUMMARY OF FOLSOM GENERAL PLAN EIR AS AMENDED BY THE EAST AREA FACILITIES PLAN EIR**

The Folsom General Plan EIR as amended by the EIR for the East Area Facilities Plan analyzed the environmental impacts associated with adoption of the City of Folsom General Plan allowing for development, open space preservation, and provision of services for approximately 13,100 acres of land in and adjacent to the City of Folsom.

Buildout of the area subject to the Folsom General Plan envisions construction of up to 29,290 dwelling units and 2,466 acres of commercial and industrial uses. The Folsom General Plan contemplates the full range of land uses that would constitute a balanced community, including residential uses at a variety of densities, as well as commercial, office, employment, and open space uses. Additionally, public or quasi-public uses are contemplated by the Folsom General Plan, including schools, parks, fire stations, government offices, etc.

The East Area Facilities Plan EIR evaluated the environmental impacts associated with the above-described development of the Folsom General Plan planning area on a comprehensive basis, including discussion of the full range of impacts that would occur due to future development.

The East Area Facilities Plan EIR identified citywide impacts arising from urban development pursuant to the General Plan for the following issue areas:

- **Land Use.** Conversion of agricultural and grazing lands to urban uses;

- **Transportation/Circulation.** Levels of Service below City of Folsom, El Dorado County and Caltrans standards for area streets and highways;
- **Air Quality.** Air pollutant emissions and concentrations in excess of local, state, and federal thresholds;
- **Noise.** Increase in roadway noise for existing and future residential areas and other sensitive uses;
- **Visual Resources.** Extension of the edge of the metropolitan Sacramento region into an apparently rural area;
- **Housing.** Lack of low- and moderate-income housing units;
- **Biological Resources.** Conversion of wildlife habitat and loss of special status species of plants and animals;
- **Geology, Soils, and Seismicity.** Exposure to seismic hazards, loss of mineral resources, construction on steep slopes, exposure to constrained soils, increase in erosion;
- **Hydrology, Flooding, Drainage, and Water Quality.** Exposure to localized drainage and flood hazards, and water quality degradation;
- **Domestic Water.** Demand would exceed supply;
- **Sewer.** Flow would exceed the capacity of the Folsom interceptor;
- **Police Protection Services.** Additional, unfunded, police officers would be needed;
- **Fire Protection Services.** Additional, unfunded, fire personnel and equipment would be needed;
- **Schools.** School capacities would be exceeded;
- **Parks and Recreation.** Park facilities would be over capacity;
- **Light and Glare.** Increase in urban light and glare in Folsom and adjacent El Dorado County;
- **Cultural Resources.** Loss or degradation of cultural and historic resources; and,

- **Library Services.** Library facilities would be over capacity.

## **INCORPORATION OF THE PARKWAY DEVELOPMENT PROJECT AT BLUE RAVINE EIR**

This IS evaluates whether the environmental effects of the currently proposed Parkway Village H1 and H2 Subdivision project were adequately addressed in the 1993 Parkway Development Project EIR. For impacts that were adequately addressed, this IS provides a cross-reference to the relevant discussion in the Parkway Development Project EIR. Impacts specific to the Parkway Village H1 and H2 Subdivision Project that were not addressed in the Parkway Development Project EIR are evaluated in detail in this document. This document also identifies in changes to the project or circumstances since the 1993 Parkway Development Project EIR was certified that require additional analysis in this document. Project-level mitigation has been identified where required.

### **8. CONSISTENCY WITH THE 1994 HUMBUG-WILLOW CREEK PARKWAY MASTER PLAN**

The 1994 Humbug-Willow Creek Parkway Master Plan is the land use plan for the parkway, and was developed to provide a continuous greenbelt of public open space between Lake Natoma and Folsom Lake, achieve the preservation and enhancement of environmental diversity in the parkway, and provide increased public awareness, education, and access to the parkway environment. Details of the Humbug-Willow Creek Parkway were first documented in the 1966 Folsom General Plan; however, although the entire parkway was designated in the 1966 general plan map, no policies describing elements of the proposed parkway were put forth at the time. Guidelines for development and property enhancement in the City of Folsom along the Humbug-Willow Creek Parkway were developed and adopted in March 1998 (Folsom City Council Resolution No. 5632).

The resolution applies to portions of proposed projects in which the property or permit area falls within 400 feet of the open space land use designation for Humbug and Willow Creeks, unless the property is located in such a way that it is not visually integrated into the parkway. The proposed project is evaluated for consistency with the following design guidelines for multi-family residential development identified in the 1998 Humbug-Willow Creek Design Guidelines:

- A. Orientation of building(s) should be towards the parkway. Living spaces shall take full advantage of views of the parkway.**

*Project consistency:*

The proposed project is consistent with the Humbug-Willow Creek Design Guidelines. The buildings are primarily situated near the rear of the development clusters, away from Silberhorn Drive, with the rear of the residential units facing the parkway. Yards associated with the residential units abutting the parkway are situated towards the parkway. In this way, the orientation of the buildings and outdoor living spaces maximizes the views of the parkway.

**B. Parking areas, trash collection, mechanical equipment, etc. shall be oriented away from the parkway. Active play areas such as tennis courts, swimming pools, sports courts, etc., should be buffered from the parkway.**

*Project consistency:*

The proposed project is consistent with the Humbug-Willow Creek Design Guidelines. The proposed development is designed so that the rear of residential units (yards) and a vegetative buffer border the property along the parkway. Therefore, parking, trash collection and mechanical equipment is situated near Silberhorn Drive. The vegetative buffer provides a buffer between the land uses of the proposed project and the parkway.

**C. Direct pedestrian and bikeway access to the parkway should be incorporated into the site design, unless safety dictates otherwise.**

*Project consistency:*

The proposed project is consistent with the design guidelines. The proposed project will provide access to the existing parkway trails via Silberhorn Drive.

**D. Transitional landscape buffer area shall include transitional hardscape features such as gazebos, trellises, arbors, water features, picnic tables, trash receptacles, water fountains, bicycle racks, benches, and other amenities.**

*Project consistency:*

The proposed project is consistent with the design guidelines. The slope/landscaping buffer areas (Lots 7 and 8) provide an approximately 10- to 34-foot-wide landscaped buffer between the development and the parkway. The landscaping will incorporate native trees and shrubs such as shrubby yew pine (*Podocarpus macrophyllus*) and coast live oak (*Quercus agrifolia*).

**E. Building height limit of 35 feet is preferred unless the added height results in an improved appearance, i.e. beneficial pitch roof design. Building heights less than 35 feet shall maintain the minimum 20 feet setback from the parkway boundary. Building**

**heights exceeding 35 feet shall be set back at a minimum of twice the building height from the parkway boundary. Minor setback allowances may be made for slightly higher roof heights due to a pitched roof design.**

*Project consistency:*

The proposed project is consistent with the design guidelines. The proposed buildings are two stories in height, and will not exceed 35 feet in height. The buildings are set back a minimum of 20 feet from the parkway boundary, and the slope/landscaping buffer areas (Lots 7 and 8) provide an approximately 10- to 34-foot-wide landscaped or natural buffer between the development and the parkway.

**F. Fencing shall be open view, as outlined in the Single Family Residential Land Use guidelines (included here as follows). Residential lot owners bordering the parkway may prefer to enclose their property for privacy and security. The following methods of fencing are encouraged, but not limited to:**

- 1. Split rail**
- 2. Open-view fencing**
- 3. Brick or masonry walls, with a maximum height limit of four feet. The total fence height can be six feet; however, the upper portion must contain a minimum of two feet of fencing that provides an open view.**
- 4. Wrought iron**
- 5. Vegetative screening**

*Project consistency:*

The proposed project is consistent with the design guidelines. Open-view fences will be installed along the parcel line abutting open space, and landscaping along the buffer/slope will provide vegetative screening.

**9. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality/Greenhouse Gases |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning            |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing           |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic       |
| <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |   |

**10. DETERMINATION:**

On the basis of the initial evaluation that follows:

- I find that the proposed project **WOULD NOT** have a significant effect on the environment. A **NEGATIVE DECLARATION** will be prepared.

- I find that although the proposed project could have a significant effect on the environment, the project impacts were adequately addressed in an earlier document or there will not be a significant effect in this case because revisions in the project have been made that will avoid or reduce any potential significant effects to a less than significant level. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

- I find that the proposed project **MAY** have a significant effect on the environment. An **ENVIRONMENTAL IMPACT REPORT** will be prepared.

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Printed Name Date

## 11. EVALUATION OF ENVIRONMENTAL IMPACTS

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

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b>				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Parkway Village H1 and H2 Subdivision project site is undeveloped and vegetated with native and nonnative species. The site is primarily surrounded by open space containing a densely vegetated riparian corridor associated with the Humbug-Willow Creek Parkway to the north and east, and additional open space to the west. Residential development abuts the southwest portion of the site and Silberhorn Drive is to the south. Large oak trees line the southern project site boundary, along Natomas Ditch, visually shielding the site from Silberhorn Drive.

The more expansive surrounding area is generally characterized by two-story single family residential development containing the parkway corridor as open space. East East Natomas Street is an arterial roadway east of the project site, with professional buildings and the Empire Oaks Elementary School. An area designated as park across Silberhorn Drive from the project site,

surrounded by multi-story single family residential homes situated above the project site. The topography is relatively flat, although the area south of Silberhorn Drive is somewhat hilly.

### *Evaluation of Aesthetics*

**Question a:** Scenic vistas within the City range from short-range to long-range, depending upon topography and the presence of mature vegetation. Views to or from the project site would be short range and limited to neighboring residents and travelers on adjacent streets. Neither the project site, nor views to or from the project site, have been designated an important scenic resource by the City of Folsom or any other public agency. Therefore, construction of the proposed development would not interfere with or degrade a scenic vista. No impact would occur, and no mitigation would be necessary.

**Question b:** There are no state or locally designated scenic highways in the vicinity of the proposed project (Caltrans 2013). Implementation of the proposed would not adversely affect scenic resources within a designated scenic highway. No impact would occur, and no mitigation would be necessary.

**Question c:** The existing visual character of the area surrounding the project site is defined by the natural setting of the adjacent Humbug-Willow Creek Parkway, and existing residential and transportation land uses. The project site is undeveloped and vegetated with native and nonnative species. Implementation of the project would result in removal of existing vegetation and construction of two-story residential buildings, parking areas, and landscaping, altering the existing visual character to a more urban development visual character of the landscape than is currently experienced by viewers. Where feasible, existing mature oak trees will remain in place and proposed landscaping between the development and adjacent properties would provide screening from adjacent properties. While the proposed project would result in a change in visual character on site, the Parkway Village H1 and H2 Subdivision project has been designed consistent with the 1998 Humbug-Willow Creek Design Guidelines for multi-family residential development and is expected to integrate with the planned area for the Humbug-Willow Creek Parkway, and the existing developed uses in the project area. A less-than-significant impact to visual character would occur, and no mitigation would be necessary.

**Question d:** Any new lighting associated with development within the project area would be subject to City standard practices regarding night lighting that would be made a condition of approval of the Planned Development Permit. Consistent with the City's practices, the lighting shall be sited and designed to avoid light spillage and glare on adjacent properties, with timers or photo-electric cells for turning the lights on and off within one-half hour after dusk and one-half hour prior to dawn. Lighting would be low level as necessary for safety and security. Existing



mature oak trees that will remain in place and proposed landscaping between the development and adjacent properties would provide screening from adjacent properties. Because existing City practices would limit light spillover and intensity, this would be a less-than-significant impact, and no mitigation would be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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## II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agriculture Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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 (g)), 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?

No agricultural activities or timber management occur on the project site or in adjacent areas, and the site is not designated for agricultural or timberland uses. The Important Farmlands Map prepared for Sacramento County by the California Resources Agency classifies the project site as grazing land, and immediately adjacent areas are grazing land and urban and built up (CRA 2013). Grazing land is defined by the California Resources Agency as land on which the existing vegetation is suited to the grazing of livestock, and urban and built up land is land occupied by structures or infrastructure to accommodate a building density of at least one unit to one and one-half acres, or approximately six structures to 10 acres (Natural Resources Agency 2006)

The Natural Resources Conservation Service (NRCS) soil survey report generated for the project site (NRCS 2013) indicates that no Prime or Unique Farmland or Farmland of Statewide Importance occurs on the project site.

*Evaluation of Agriculture and Forestry Services*

**Questions a, b, e:** Because no important agricultural resources or activities exist on the project site, no impact would occur, and no mitigation would be necessary.

**Questions c, d, e:** Because no portion of the City or the project site are zoned for forest land, timberland, or zoned Timberland Production, no impact would occur, and no mitigation would be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate in the Folsom area is characterized by hot, dry summers and cold, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between Oxides of Nitrogen (NO<sub>x</sub>) and Reactive Organic Gasses (ROG), which result in Ozone (O<sub>3</sub>) formation. High concentrations of O<sub>3</sub> are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. At this time, the greatest pollution problem in the Folsom area is from NO<sub>x</sub>.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air

quality planning documents as discussed below to address requirements to bring the District into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan, which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe, to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The EPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (SAAQS), and expanded the number of regulated air constituents.

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An “attainment” designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A “nonattainment” designation indicates that a pollutant concentration violated the standard at least once.

The EPA designates areas for ozone (O<sub>3</sub>), carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>) as either “Does not meet the primary standards”, “Cannot be classified”, or “Better than national standards”. For sulfur dioxide (SO<sub>2</sub>), areas are designated as “Does not meet the primary standards”, “Does not meet the secondary standards”, “Cannot be classified”, or “Better than national standards”. The area air quality attainment status of the SVAB, including the City of Folsom, is shown in **Table 3**.

The Sacramento County/Sacramento Metropolitan Area portion of the SVAB is currently in nonattainment for federal and state ozone, PM<sub>10</sub> and PM<sub>2.5</sub> standards. Concentrations of all other pollutants meet state and federal standards.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between reactive organic gases (ROG), or non-methane hydrocarbons, and oxides of nitrogen (NO<sub>x</sub>) that occur in the presence of sunlight. ROG and NO<sub>x</sub> generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes.

**Table 3. Sacramento Valley Air Basin/Sacramento County/Sacramento Metropolitan Area Attainment Status**

Pollutant	State of California Attainment Status	Federal Attainment Status
Ozone	Nonattainment	Nonattainment
Suspended Particulate Matter (PM <sub>10</sub> )	Nonattainment	Nonattainment
Fine Particulate Matter (PM <sub>2.5</sub> )	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	Attainment/Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: California Air Resources Board Area Designations. Proposed Amendments to State Area Designations and Maps. Released May 5, 2011. Accessed at <http://www.arb.ca.gov/degis/changes.htm#reports> on February 13, 2013.  
 U.S. Environmental Protection Agency Nonattainment Areas for Criteria Pollutants. Accessed at <http://www.epa.gov/air/oaqps/greenbk/anc12.html> on February 13, 2013

PM<sub>10</sub>, or particulate matter, is a complex mixture of primary or directly emitted particles, and secondary particles or aerosol droplets formed in the atmosphere by precursor chemicals. According to the National Emissions Trends inventory, 89 percent of PM<sub>10</sub> emissions are due to fugitive dust. The main sources of fugitive dusts are unpaved roads (33 percent), wind erosion of natural soils (20 percent), tillage associated with production of agricultural crops (17 percent), construction (14 percent), paved roads (9 percent), and other (2 percent).

PM<sub>2.5</sub> is atmospheric particulate matter having a particle size less than 2.5 microns (µm) in diameter.

On December 17, 2004, the EPA formally adopted the NAAQS for PM<sub>2.5</sub> of 65 µg/m<sup>3</sup> for 24 hours and 15 µg/m<sup>3</sup> for an annual average of three years of data. These health-based standards were developed in order to provide standards for limiting the levels of unhealthful pollutants being generated.

### **Air Quality Monitoring**

An area’s air quality monitoring network provides information on ambient concentrations of air pollutants in the SVAB. SMAQMD operates a monitoring station in Folsom, where the air quality data for ozone and PM<sub>2.5</sub> were obtained. Other data are reported from one additional location in Sacramento County. **Table 4** compares a five-year summary of the highest annual

criteria air pollutant emissions collected at these monitoring stations with applicable SAAQS, which are more stringent than the corresponding NAAQS. O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> are expected to be fairly representative of the project site, due to the regional nature of these pollutants.

As indicated in Table 4, O<sub>3</sub> and PM<sub>10</sub> standards have been exceeded in Folsom over the past five years. Although no data are available for PM<sub>2.5</sub> at the Folsom monitoring station, data collected regionally at the Sacramento Health Department monitoring site on Stockton Boulevard in Sacramento show that there have been exceedances for this pollutant as well over the last five years.

**Table 4. Summary of Annual Air Quality Data for Folsom Area Air Quality Monitoring Stations**

Pollutant	2007	2008	2009	2010	2011
<i>Ozone (O3) 1-hour: Monitoring location: Folsom – East Natoma Street</i>					
Maximum Concentration (ppm)	0.129	0.166	0.120	0.124	
Days Exceeding State Standard (1-hr avg. 0.09 ppm)	13	38	24	12	
<i>Ozone (O3) 8-hour: Monitoring location: Folsom – East Natoma Street</i>					
Maximum Concentration (ppm)	0.123	0.123	0.104	0.112	
Days Exceeding State Standard (8-hr avg. 0.070 ppm)	34	65	47	26	
Days Exceeding National Standard (8-hr avg. 0.075 ppm)	21	50	35	19	
<i>PM10: Monitoring location: Sacramento – Branch Center Road 2</i>					
Days Exceeding State Standard (Daily Standard 50 µg/m <sup>3</sup> )	30.2	68.7	12.2	12.2	
Maximum State 24-Hour Concentration (µg/m <sup>3</sup> )	60.0	89.0	76.0	63.0	
Days Exceeding Federal Standard (Daily Standard 150 µg/m <sup>3</sup> )	0	0	0	0	
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	46.0	89.0	76.0	62.0	
<i>PM2.5: Monitoring location: Folsom – East Natoma Street</i>					
Days Exceeding National 2006 Standard (Daily Standard 35 µg/m <sup>3</sup> )	*	*	*	*	*
Maximum National 24-Hour Concentration (µg/m <sup>3</sup> )	*	*	*	*	*

Notes: Underlined Values in excess of applicable standard / ppm = parts per million / µg/m<sup>3</sup> = micrograms per cubic meter

\*Insufficient data to determine the value

Source: California Air Resources Board, Air Quality Trend Summaries for Sacramento County. Accessed at <http://www.arb.ca.gov/adam/select8/sc8display.php> on March 13, 2013.

## Air Quality Attainment Planning

In order to work towards attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, the EPA Office of Air Quality Planning & Standards requires that each state containing nonattainment areas develop a written plan for cleaning the air in those areas. The plans developed are called State Implementation Plans (SIP). Through these plans, states outline efforts they will make to try to correct the levels

of air pollution and bring their areas back into attainment. The status of air quality attainment planning for the Sacramento area is:

- The Sacramento region was classified by EPA as a “serious” nonattainment area on June 15, 2004 for the federal 8-hour ozone standard, with an attainment deadline of June 15, 2013. Emission reductions needed to achieve the air quality standard were identified using an air quality modeling analysis. An evaluation of proposed control measures and associated VOC and NOx emission reductions concluded that no set of feasible controls were available to provide the needed emission reductions before the attainment deadline year. Given the magnitude of the shortfall in emission reductions, and the schedule for implementing new control measures, the earliest possible attainment demonstration year for the Sacramento region is determined to be the “severe” area deadline of 2019. Section 181(b)(3) of the Clean Air Act permits a state to request that EPA reclassify a nonattainment area to a higher classification and extend the time allowed for attainment. This process is appropriate for areas that must rely on longer-term strategies to achieve the emission reductions needed for attainment. EPA approved this request on May 5, 2010.
- In March 2002, EPA officially determined that Sacramento County had attained the PM<sub>10</sub> standards. In November 2010, the SMAQMD formally requested that the EPA redesignate Sacramento County from nonattainment to attainment for PM<sub>10</sub>. The SMAQMD additionally adopted a PM<sub>10</sub> Maintenance Plan. The plan establishes PM<sub>10</sub> Motor Vehicle Emission Budgets. EPA has not acted on this re-designation request as of the date of this Initial Study.
- The EPA Administrator signed the SMAQMD’s final PM<sub>2.5</sub> nonattainment designations for Sacramento on October 8, 2009. Since the Sacramento area was designated nonattainment, an attainment plan must be submitted not later than three years after the effective date of the designation.

## Impact Analysis

The SMAQMD has published thresholds of significance for new projects (SMAQMD 2009, revised 2011), which are used to determine whether the potential air quality impacts of a proposed project are significant. For urban development projects, the SMAQMD also has established screening levels for both construction and operational emissions. According to the District, these screening tables provide (*minimum*) sizes for land use types that, based on default assumptions, are likely to result in emissions exceeding the District’s threshold of significance for ozone precursor pollutants. Thus, projects below the screening threshold would be expected



to have a less-than-significant effect for these aspects of air emissions. Refer to **Table 5** for a comparison of the SMAQMD screening levels with the proposed project.

**Table 5. Comparison of Project with SMAQMD Construction and Operation Screening Levels for General Condo/townhouses**

Screening Criteria	Project Size (dwelling units)
Construction NOx Screening Level	960
Proposed Project	56
Screening level exceeded?	No
Operational Screening Level	505
Proposed Project	56
Screening level exceeded?	No

Source: Sacramento Metropolitan Air Quality Management District, Guide to Air Quality Assessment in Sacramento County dated July 2011, Nox Screening Level Table from Chapter 2, Operational Screening Level Table from Chapter 6. Accessed online at <http://www.airquality.org/ceqa/ceqaguideupdate.shtml> on March 13, 2013.

The Parkway Village H1 and H2 Subdivision project is substantially below the District’s screening levels. The District notes, however, that the screening tables do not address all thresholds of significance. Other air quality issues such as CO concentrations, odors, toxics, greenhouse gases, and cumulative impacts must be considered when evaluating a project’s potential for causing adverse air quality impacts (SMAQMD 2009, revised 2011).

*Evaluation of Air Quality*

**Question a:** SMAQMD has attainment plans in place that identify strategies to bring regional emissions into compliance with federal and state air quality standards. Although the proposed project would replace existing undeveloped areas with a multifamily residential condominium development, the proposed project is part of a larger project included in the 1988 City of Folsom General Plan. The proposed project would be consistent with the land use assumptions used by the SMAQMD in drafting the air quality attainment plans described above. Because the proposed project’s air emissions would not exceed screening criteria thresholds set by SMAQMD, no feature of the proposed project would conflict with or obstruct implementation of any air quality attainment plan. No significant impact would result, and no mitigation would be necessary.

**Question b:** SMAQMD rules apply to all projects at the time of construction, and compliance with regulatory requirements would minimize fugitive dust as a result of construction activities. The proposed project could result in minor emissions associated with electricity consumption, natural gas usage, and vehicle trips associated with the proposed project. Based on SMAQMD project screening criteria, the number of dwelling units being constructed would not exceed the

District's emission thresholds for criteria pollutants during construction or operation. Therefore, the project would not emit air pollutants that would violate any air quality standard or contribute to an existing air quality violation. A less-than-significant impact would result, and no mitigation would be necessary.

**Question c:** The Sacramento region is in non-attainment for ozone (NO<sub>x</sub> and ROG) and particulate matter (PM<sub>2.5, 10</sub>). As discussed above, no exceedance of the District's emission thresholds for criteria pollutants would be expected for the proposed project. The project would not result in a cumulatively considerable net increase in any criteria pollutant. A less-than-significant impact would result, and no mitigation would be necessary.

**Questions d and e:** Sensitive receptors in the vicinity of the project include nearby residents and the Empire Oaks Elementary School approximately 0.25 mile east of the project site. Other than emissions from vehicle trips by residents, and potential emissions from natural gas used for space heating, no other air emissions or odors would be released during operation of the proposed development. Normal activities associated with operation of the development would not result in the release of any odors or toxic substances into the air. Similarly, emissions of criteria air pollutants during project construction would be expected to be less than significant. Thus, overall air emissions would not expose sensitive receptors to substantial air pollutant concentrations or create objectionable odors. This would be a less-than-significant impact, and no mitigation would be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**IV. BIOLOGICAL RESOURCES**

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any applicable policies protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Although a biological study was prepared for the 1992 Parkway Development DEIR (discussed in Chapter 12 of the DEIR), the Parkway Village H1 and H2 Subdivision project was evaluated

by professional biologists Stephen Stringer and Catherine Silvester, of HELIX Environmental Planning, Inc. (HELIX), in March 2013 to determine current conditions at the project site and whether substantial changes to the environment have occurred since the findings of the 1992 biological study. The project site was reassessed based upon the inclusion of the two combined pedestrian and bike trail segments that connect the project site with the existing Class I bike trail by Robert Edgerton on April 16, 2014. HELIX also obtained the current listing status of special-status species known to occur in the project area (see Attachment B).

As summarized below, a formal wetland delineation dated August 28, 2013, a trail extension memorandum dated April 7, 2014, valley elderberry longhorn beetle survey dated August 22, 2013, and Sanford's arrowhead survey dated July 16, 2013 were conducted by ECORP Consulting, Inc (Attachments C-E).

## Methods

To determine the presence or potential for special-status species to occur in the project area, the most current lists of regionally-occurring special status species for the Clarksville U.S. Geological Survey 7.5-minute topographic quadrangle from the from the U.S. Fish and Wildlife Service (USFWS; USFWS 2013), the California Native Plant Society (CNPS; CNPS 2013), and the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB; CDFW 2013) were reviewed. These lists are included as Attachment B. The potential for each regionally-occurring special status species to occur was determined based on the presence of suitable habitat on the project site based on a biological reconnaissance survey conducted on March 7, 2013 and April 16, 2014.

The biological reconnaissance survey was accomplished through meandering pedestrian transects through the study area. Habitats present in the study area were delineated on an aerial map based on the dominant plant species present and identifiable at the time of the survey, and the composition of those species (see **Figure 7** in Attachment A for the habitats present).

A formal wetland delineation consistent with U.S. Army Corps of Engineers methods was conducted (ECORP 2013a and 2014; Attachment C). The locations of potential waters of the U.S. were identified based on the presence of hydrophytic vegetation, and bed and bank or depression topography.

Species-specific surveys were conducted for valley elderberry longhorn beetle (VELB) and Sanford's arrowhead. The VELB survey was consistent with the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (USFWS 1999), and included the entire project site and a 100-foot buffer (ECORP 2013b; Attachment D. The survey for Sanford's arrowhead was

conducted in June, during the bloom period for this species, and included all suitable habitat in the project site (ECORP 2013c; Attachment E).

## **Regulatory Framework Related to Biological Resources**

The City of Folsom regulates urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed throughout the City, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. Requirements related to biological resources include:

### *Nesting and Migratory Birds*

Nesting birds are protected by state and federal laws. California Fish and Game Code (§3503, 3503.5, and 3800) prohibits the possession, incidental take, or needless destruction of any bird nests or eggs; Fish and Game Code §3511 designates certain bird species “fully protected” (including all raptors), making it unlawful to take, possess, or destroy these species except under issuance of a specific permit. Under the Migratory Bird Treaty Act of 1918 (16 USF §703-711), migratory bird species and their nests and eggs that are on the federal list (50 CFR §10.13) are protected from injury or death, and project-related disturbance must be reduced or eliminated during the nesting cycle.

### *City of Folsom Tree Preservation Ordinance*

Requirements related to biological resources also include protection of existing trees and specifies measures necessary to protect both ornamental and native oak trees.

Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, further regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; and establishes mitigation requirements for cut or damaged trees (City of Folsom 2000). The Tree Preservation Ordinance establishes policies, regulations, and standards necessary to ensure that the City will continue to preserve and maintain its “urban forests”. Anyone who wishes to perform “Regulated Activities” on “Protected Trees” must apply for a permit with the City. Regulated activities include:

- Removal of a Protected Tree
- Pruning/trimming of a Protected Tree

- Grading or trenching within the Protected zone

Protected trees include:

- Native oak trees with a diameter of 6” or larger for single trunk trees 20” or larger combined diameter of native oak multi-trunk trees
- Heritage oak trees - native oaks with a trunk diameter of 19” or greater and native oaks with a multi-trunk diameter of 38” or greater
- Landmark trees identified individually by the City Council through resolution as being a significant community benefit
- Street trees within the tree maintenance strip

The arborist survey conducted in August 2012 (Stirz) indicated a total of 47 trees on site, including 39 Valley oaks (*Quercus lobata*).

### Jurisdictional Waters

Any person, firm, or agency planning to alter or work in “waters of the U.S.,” including the discharge of dredged or fill material, must first obtain authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). Section 401 requires an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. must obtain a state certification that the discharge complies with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California. The RWQCB also regulates discharges of pollutants or dredged or fill material to waters of the State which is a broader definition than waters of the U.S.

### **Habitat Types Present**

The proposed project site consists of 5.44 acres of undeveloped land directly abutting open space and the riparian corridor associated with the Humbug-Willow Creek Parkway. Habitats present on the project site are described below, and depicted on **Figure 7** in Attachment A. Terrestrial habitat nomenclature is based upon the California Wildlife Habitat Relationships System used by the CDFW [[http://www.dfg.ca.gov/biogeodata/cwhr/wildlife\\_habitats.asp](http://www.dfg.ca.gov/biogeodata/cwhr/wildlife_habitats.asp)]. Paved areas are delineated, and are associated with the existing roadway, adjacent sidewalk, and paved multi-use trail. Wetland and aquatic habitats are potential waters of the U.S. and a formal delineation of waters of the U.S. would be need to be conducted and verified to finalize that determination.

### Annual Grassland

Annual grassland occurs throughout the project site in the understory of the tree and shrub dominated habitats as well as in open areas associated with the areas previously cleared and graded to create the building pads. In the project site, this habitat type is dominated by native and non-native grasses and forbs such as a variety of bromes (*Bromus* spp.), wild oat (*Avena fatua*), medusa head (*Taeniatherum caput-medusae*), dogtail grass (*Cynosurus* sp), and many other grasses and forbs. Forbs present at the time of the survey include filaree (*Erodium* sp.), narrow leaved plantain (*Plantago lanceolata*), tarweed (*Deinandra* sp.), telegraphweed (*Heterotheca* sp.), and horseweed (*Conyza* sp.). Non-native annual grassland associated with the slopes and terraces below the building pads and understories are grass-dominated, and transition to forb-dominated composition across the tops of the pads. Slopes along the northern project site boundary, and drainage easements have been treated with bunch grasses such as deergrass (*Muhlenbergia* sp.)

Annual grassland occurs off of the project site, along Natomas Ditch, and between the ditch and Silberhorn Drive. The area features a variety of bromes and other non-native turf grasses. At the time of the reconnaissance survey, annual grassland in the Silberhorn Drive right-of-way had been sprayed with an herbicide for maintenance purposes.

This habitat provides foraging habitat for raptors, a variety of song birds, and small mammal species. Red-shouldered hawk (*Buteo lineatus*) and white-tailed kite (*Elanus leucurus*) were observed at the project site, as well as western blue bird (*Sialia mexicana*), yellow-rumped warbler (*Setophaga coronate*), and American goldfinch (*Spinus tristis*).

### Valley Oak Woodland

In the project area and vicinity, this habitat type occurs within a narrow corridor following the man-made Natomas Ditch. The habitat type is characterized by an overstory comprised of Valley oak and the occasional Fremont cottonwood (*Populus fremontii*). The understory varies from herb-dominated groundcover in the western half of the project area, to shrub- and woody vine-dominated in the eastern half of the project area. The herbaceous groundcover in the western half of the project site is a well-developed carpet comprised of various bromes, oats, dogtail grass, ryegrass (*Hordeum* sp.), mugwort (*Artemisia douglasiana*), and Italian thistle (*Carduus* sp.). The shrub- and woody vine-dominated understory features poison oak (*Toxicodendron diversilobum*), Himalayan blackberry (*Rubus armeniacus*), toyon (*Heteromeles arbutifolia*), and California coffeeberry (*Frangula californica*). Himalayan blackberry is densest along Natomas Ditch at the eastern parcel. Elderberry shrubs (*Sambucus* sp.) are present in the project limits, within Valley oak woodland along Natomas Ditch.

Bird species observed foraging and perching in this habitat during the reconnaissance survey include Nuttall's woodpecker (*Picoides nuttallii*), western scrub jay (*Aphelocoma californica*), black phoebe (*Sayornis nigricans*), and Anna's hummingbird (*Calypte anna*).

### Valley Foothill Riparian

In the project area and vicinity, this habitat type is associated with Willow Creek north of the project site, and along the existing drainage easement in the western development cluster.

The riparian habitat associated with Willow Creek is characterized by a canopy layer featuring mature oak trees, Fremont cottonwood, and California sycamore. The understory is densely populated with Himalayan blackberry, poison oak, and willows (*Salix* sp.). Understory shrubs associated with the riparian habitat (specifically, Himalayan blackberry) encroach on the project site, as they overtake the slopes of the building pads. Additionally, several large branches of large oak trees growing along Willow Creek reach over the project site and fall within the development footprint. Elderberry shrubs (*Sambucus* sp.) are present outside of the project limits in the Valley foothill riparian along Willow Creek.

The large native trees and shrubs within the open space riparian corridor provide high quality wildlife foraging, nesting, and movement habitat adjacent to the proposed project. Bird species observed foraging and perching in this habitat during the reconnaissance survey were similar to those using the Valley oak woodland along Natomas Ditch.

A patch of Valley foothill riparian is present in the existing drainage easement on the western development cluster. The area is characterized by a few Fremont cottonwoods and a riparian willow thicket typical of early succession riparian habitat. The herbaceous understory includes sedges and rushes in the depressional areas, and various bunch grasses, and bromes on the slopes. A stand of pampas grass (*Cortaderia selloana*) is present in the drainage easement. The Valley foothill riparian provides an overstory to a drainage swale associated with the easement and Natomas Ditch, as described below.

### Natomas Ditch

Natomas Ditch is a perennial ditch that flows between Silberhorn Drive and the proposed project. At the time of the biological reconnaissance survey on March 7, 2013, water levels were approximately 6-12 inches in depth. Emergent vegetation is present intermittently along the channel, and includes cattail (*Typha* sp.), water plantain (*Alisma* sp.), and various species of sedges (*Juncus* spp.). The ditch is partially excavated with untreated bed and banks, and partially contained by earthen berms constructed along its banks. Due to the steep banks of the ditch,



wetland vegetation associated with the ditch occurs in the bottom of the channel and quickly transitions to upland species associated with the Valley oak woodland habitat along the tops of the banks. Near the western limit of the ditch, an earthen berm constructed across the channel controls flows, and allows high water levels to flow into an earthen drainage swale.

The open water and emergent vegetation provide suitable habitat for a variety of amphibians and reptiles, and small mammals, and foraging habitat for a variety of birds, including those described under Valley oak woodland.

#### Drainage Swale

A drainage swale associated with overspill and seepage from Natomas Ditch supports typical wetland vegetation. The feature is located in the southwestern portion of the western development cluster, and begins as an excavated drainage swale that collects flows from Natomas Ditch near its western terminus, and carries it northward towards an excavated drainage swale in the existing drainage easement. The easement carries flows westward to an existing water quality retention basin. Species present at the time of the biological reconnaissance survey include spike rush (*Eleocharis* sp.), dock (*Rumex* sp.), a variety of sedges, iris leaved rush (*Juncus xiphioides*), and various annual grasses.

#### Abandoned Ditch

An abandoned ditch is present in the existing drainage easement on the eastern parcel. The ditch collects stormwater from the building pad to an existing water quality retention basin northwest of the parcel. The ditch is narrow with steep sides and did not indicate signs of hydrology or hydrophytic species at the time of the visit. Species occurring in the ditch include a stand of Fremont cottonwoods, coyote brush, and various annual grasses and forbs including cinquefoil (*Potentilla* sp.) gold back fern (*Pentagramma* sp.), and various mosses.

#### Water Quality Retention Basin

Water quality retention basins occur outside of the project limits, and are constructed to collect stormwater runoff from the building pads to prevent urban runoff from directly entering Willow Creek. At the time of the biological reconnaissance survey, the water quality retention basin associated with the western parcel featured open water with minimal emergent vegetation. The water quality retention basin associated with the eastern parcel featured saturated soils and pools of water with emergent vegetation.

## Special Status Species with the Potential to Occur

### Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)

Federal status – threatened

State status – none

Other – none

VELB is one of two subspecies of *Desmocerus californicus*. The other subspecies, the California elderberry longhorn beetle (*Desmocerus californicus californicus*), is found primarily in coastal areas from Mendocino County to San Diego County and in the southern Sierra Nevada range. The range of the VELB extends throughout the Central Valley and associated foothills from about the 3,000-foot elevation contour on the east and the watershed of the Central Valley on the west. All or portions of 31 counties are included: Alameda, Amador, Butte, Calaveras, Colusa, Contra Costa, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Madera, Mariposa, Merced, Napa, Nevada, Placer, Sacramento, San Benito, San Joaquin, San Luis Obispo, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, and Yuba.

The VELB is dependent on its host plant, elderberry (*Sambucus* sp.), for all stages of its life. Adults feed on the elderberry leaves and mate within the elderberry canopy. Females deposit eggs on or adjacent to the host elderberry. The larvae bore into the wood of the host plant where they feed on the pith of the plant for one to two years. When a larva is ready to pupate, it chews an exit hole to the outside of the stem and then plugs it with frass. The larva then retreats into stem and constructs a pupal chamber from wood and frass. The larvae metamorphose between December and April; the pupal stage lasts about a month. The adult remains in the chamber for several weeks after metamorphous, and then emerges from the chamber through the exit hole. Most records for adults occur from late April to mid May (USFWS 2007).

Studies conducted in the American River basin demonstrate that VELB occur most frequently and is most abundant in significant riparian zones that are well developed. Within significant riparian zones, VELB primarily occur within the riparian corridor but can occur infrequently in non-riparian scrub habitats adjacent to the riparian corridor. Along the American River, the beetle tends to occupy woodlands dominated by exotic trees (black locust; *Robinia psuedoacacia*) and black walnut (*Juglans californica*), and in mixed riparian forests. The beetle less commonly occupies annual grasslands and live oak woodlands. The study also showed that the beetle preferentially occupies elderberry shrubs in wooded areas with a relatively dense canopy cover over elderberry shrubs located in open and sparsely wooded areas. Of the occupied shrubs found in wooded areas, approximately 50 percent were under a canopy cover of 25-50 percent, while 25 percent were under canopies with 50-75 percent cover and 25 percent were

under canopies with 75-100 percent cover. The study also demonstrated that the VELB appears to be capable of limited dispersal and prefers to remain within contiguous patches of high quality riparian habitat. Clusters of local aggregations of VELB along the American River Parkway were approximately 600- 800 meters in diameter (Talley 2005 in Talley et al. 2006).

VELB exit holes are usually found on stems or branches of 1 inch in diameter or greater (Barr 1991, Collinge et al. 2001 in Talley et al. 2006) and are found infrequently in smaller stems (1.3-2 cm) (Halstead and Oldham 1990, Talley 2005 in Talley et al. 2006). In the northern portion of the VELB's range, exit holes are most frequently observed in stems and branches 5 to 10 cm in diameter (Barr 1991, Collinge et al. 2001 in Talley et al. 2006). In studies conducted in the American River basin, VELB exit holes occurred most frequently in stem or branch diameter classes of 2-7 cm (47 percent) and 7 -12 cm (36 percent) (Talley et al. In press, in Talley et al. 2006). Elderberry stems and branches 12- 20 cm in diameter and greater than 20 cm in diameter hosted fewer holes (13 and 4 percent, respectively), which may be due to less availability than smaller branches (Talley et al. In press, in Talley et al. 2006) or to the drying and loss of pith, which is common in older stems (Haack and Slansky 1987, in Talley et al. 2006). No VELB exit holes were detected in any elderberry stems greater than or equal to 20 cm in diameter (N=9) in non-riparian habitat (Talley et al. In press, in Talley et al. 2006).

Nine elderberry shrubs with stems one inch in diameter or greater were identified in the project site and 100-foot buffer study area or immediately adjacent to it. Two elderberry shrubs with stems one inch in diameter or greater occur in the project limits, and seven with stems one inch or in diameter or greater occur within 100 feet of the project limits. Refer to **Figure 2** in the attached survey report (Attachment D) for the locations of elderberry shrubs in the study area.

Construction activities have the potential to result in direct and indirect impacts to VELB. Based on preliminary project design, it is anticipated that the three elderberry shrubs within the project limits would need to be transplanted or removed to facilitate construction activities. Direct impacts to VELB could occur during the translocation because larvae, if present in the stems, could be crushed or dislodged from the stems and become separated from the shrub, resulting in a "take" of VELB. Translocated elderberry shrubs can experience stress, decline in health, or they may not survive due to changes in soil, hydrology, microclimate, or associated vegetation. Additionally, temporal loss of potential habitat for the VELB would occur, although the habitat for this species at its current location is marginal. Although potential VELB habitat impacted by construction would be replaced, it generally takes five or more years for newly planted elderberry cuttings/seedlings to become large enough to support beetles, and it generally takes 25 years or longer for riparian habitats to reach their full value (USFWS 1994).

Indirect impacts to VELB could occur as a result of construction related disturbances in the vicinity of the shrubs. These construction related disturbances could include an increase in airborne dust/contaminants that could settle on adjacent elderberry shrubs, indirect negative impacts to elderberry shrub health due to temporary construction impacts within the vicinity of the shrubs that result in soil compaction, or an increase/decrease in runoff reaching the root zone of the shrubs. These adverse impacts to the elderberry shrubs could result in decreased shrub vigor/vitality and an associated decrease in shoot, leaf, and flower production and ultimately reduce the suitability of the shrubs to provide potential habitat for the VELB.

Avoidance and minimization measures are recommended under the evaluation of biological resources to minimize impacts to VELB. With implementation of the recommended avoidance and minimization measures, less than significant impacts to VELB are anticipated as a result of the proposed project.

#### Western Pond Turtle (*Emys marmorata*)

Federal status – none

State status – species of special concern

Other – none

The western pond turtle is found along ponds, marshes, rivers, streams, and irrigation ditches that typically have muddy or rocky bottom and support aquatic vegetation. This species requires basking sites such as logs or mats of submergent vegetation. It prefers habitats with stable banks and open areas to bask in, as well as underwater cover provided by logs, large rocks, bulrushes, or other vegetation. This subspecies generally leaves the aquatic site only to reproduce and to hibernate. Hibernation typically takes place from October or November to March or April. Egg-laying typically occurs in May and June (Jennings and Hayes 1994).

The Natomas Ditch and water quality retention basin adjacent to the project limits provide potential habitat for western pond turtle. Western pond turtles present on site during construction may be injured or killed by construction-related activities, including ground disturbing activities, equipment use, and construction of structures and infrastructure. The turtle may also be indirectly impacted during construction as a result of increased levels of fugitive dust, sedimentation, harmful substances, or waterborne contaminants.

Impacts to turtles would be avoided or minimized through implementation of avoidance and minimization measures described later in this section. With implementation of the recommended avoidance and minimization measures, no impacts to western pond turtle are anticipated.

White-tailed kite (*Elanus leucurus*)

Federal status – none

State status – fully protected

Other – none

White-tailed kite is a common to uncommon, yearlong resident in coastal and valley lowlands and is rarely found away from agricultural areas. The species does, however, inhabit herbaceous and open stages of most habitats, mostly in cismontane California. The main prey of white-tailed kite is voles and other small, diurnal mammals, but it occasionally preys on birds, insects, reptiles, and amphibians. White-tailed kite forages in undisturbed, open grasslands, meadows, farmlands and emergent wetlands. Nests are made of loosely piled sticks and twigs and lined with grass, straw, or rootlets and placed near the top of a dense oak, willow, or other tree stand; usually 6- 20 meters (20-100 feet) above ground. Nests are located near open foraging areas in lowland grasslands, agricultural areas, wetlands, oak-woodland and savannah habitats, and riparian areas associated with open areas.

White-tailed kites were observed using the project site and adjacent areas during the reconnaissance survey. Potential nesting habitat for the bird occurs adjacent to the project site, in the Humbug-Willow Creek Parkway; however, the bird is not expected to use the project site for nesting. White-tailed kites nesting in areas adjacent to the proposed project have the potential to be impacted by the proposed project if construction occurs during the breeding season. Avoidance and minimization measures are recommended to minimize impacts to nesting birds. With implementation of the recommended avoidance and minimization measures, no impacts to white-tailed kite are anticipated as a result of the proposed project.

Sanford's Arrowhead (*Sagittaria sanfordii*)

Federal status – none

State status – none

Other – CNPS List 1B.2

Sanford's arrowhead is a rhizomatous emergent (aquatic) herb that is found in shallow water within a variety of freshwater habitats, including standing or slow moving freshwater ponds, marshes, and ditches. The known range is within Butte, Del Norte, Fresno, Merced, Mariposa, Orange, Placer, Sacramento, Shasta, San Joaquin, Tehama, and Ventura counties at elevations ranging from 0-1,950 feet amsl. This species blooms from May to October (CNPS 2012).

The Natomas Ditch provides suitable habitat for Sanford's arrowhead. Potential impacts to Sanford's arrowhead include destruction of individual plants if they occur within the construction limits and/or cannot be avoided during construction activities and indirect affects as a result of increased levels of fugitive dust, sedimentation, harmful substances, or waterborne contaminants if they occur in the vicinity of construction activities. Avoidance and minimization measures are recommended under the evaluation of biological resources to minimize impacts to Sanford's arrowhead. With implementation of the recommended avoidance and minimization measures, less than significant impacts to Sanford's arrowhead are anticipated as a result of the proposed project.

### **Jurisdictional Waters**

The wetland delineation identified 0.609 acre of potential waters of the U.S. occurring in the study area (ECORP 2013a). Waters of the State are equivalent to waters of the U.S. in the study area. The jurisdictional waters include 0.143 acre of seasonal wetland, 0.035 acre of marsh, and 0.431 acre of ditch. Of the jurisdictional waters in the study area, a total of 0.210 acre occurs on the project site, and includes 0.072 acre of seasonal wetland and 0.139 acre of ditch. A portion of the ditch occurring on the project site is the Natomas Ditch. Refer to the Wetland Delineation Map included in the attached wetland delineation (ECORP 2013a; Attachment C) for the locations of the potential jurisdictional waters on the project site and in the study area.

### *Evaluation of Biological Resources*

#### **Question a:**

#### *Potential impacts to Valley elderberry longhorn beetle.*

Two elderberry shrubs located within the project site may need to be removed or otherwise affected during project construction, and seven elderberry shrubs in the study area are within 100 feet of the project site.

The U.S. Fish and Wildlife Service (USFWS) defines adverse impacts to VELB to include construction-related disturbance within 100 feet of elderberry shrubs (USFWS 1999). Translocation of unavoidable elderberry shrubs and any disturbance within 100 feet of the shrubs requires permitting with the USFWS.

#### ***Biological Resources Mitigation Measure BIO-01***

Where feasible, a buffer zone of 100-feet or greater will be established and maintained around elderberry shrubs. Complete avoidance may be assumed when a 100-foot (or wider) buffer is

established and maintained around elderberry plants with stems one inch or greater in diameter at ground level. For unavoidable elderberry shrubs, the following mitigation would be required.

- The applicant will apply for a USFWS permit to construct within the buffer area. The following measure will ensure that the applicant provides documentation to the City that said permit has been issued by USFWS:
- Prior to the initiation of any grading or the issuance of any construction or grading permit, the owner/applicant shall obtain all required state and federal permits and provide evidence to the City of Folsom that said permits have been obtained, or that the permit is not required. Specifically, the applicant must provide verification of a USFWS permit for construction within the required 100-foot buffer area of the elderberry bush located at the southwest corner of the site.

*or*

- Transplant shrub and purchase four mitigation units in a mitigation bank.

*or*

The following avoidance and minimization efforts would be implemented for construction operations in the vicinity of any elderberry shrubs that would not be removed.

- All areas to be avoided during construction activities, specifically the 100-foot buffer zone around elderberry shrubs, shall be fenced and flagged. In areas where encroachment on the 100-foot buffer has been approved by the USFWS, a minimum setback of at least 20 feet from the dripline of each elderberry shrub shall be provided in most cases. In some cases, construction activity may be required within 20 feet of a shrub. In these cases, fencing shall be placed at the greatest possible distance from the shrubs.
- A worker awareness training program for construction personnel shall be conducted by a qualified biologist prior to beginning construction activities. The program shall inform all construction personnel about the life history and status of the beetle, requirements to avoid damaging the elderberry plants, and the possible penalties for not complying with these requirements. Written documentation of the training shall be submitted to U.S. Fish and Wildlife Service (USFWS) within 30 days of its completion.
- Signage shall be erected every 50 feet along the edge of avoidance areas with the following information: “This area is habitat of the valley elderberry longhorn beetle, a federally-threatened species, and must not be disturbed. This species is protected by the

Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.” The signage shall be clearly readable from a distance of 20 feet, and shall be maintained for the duration of construction.

- Pre-construction and post-construction surveys shall be completed for the elderberry shrubs in the project area. Pre-construction surveys shall document compliance with mitigation measures. The post-construction survey shall confirm that there was no additional damage to any of the elderberry shrubs than as described in this document.
- Temporary construction impacts within the buffer area (area within 100 feet of elderberry shrubs) shall be restored. If any portion of the buffer area is temporarily disturbed during construction, it shall be revegetated with native plants and erosion control shall be provided.
- Buffer areas shall continue to be protected after construction from adverse effects of the project. Measures such as fencing, signs, weeding, and trash removal shall be implemented as appropriate.
- No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. All drainage water during and following construction shall be diverted away from the elderberry shrubs.
- A written description of how the buffer areas are to be restored, protected, and maintained after construction is completed shall be provided to USFWS.
- Mowing of grass can occur between July through April to reduce fire hazard, however, no mowing should occur within five feet of elderberry shrub stems. Mowing shall be conducted in such a manner that avoids damaging shrubs.
- Dirt roadways and other areas of disturbed bare ground within 100 feet of elderberry shrubs shall be watered at least twice a day to minimize dust emissions.

With implementation of the above mitigation measures, impacts would be less than significant, and no additional mitigation measures would be required.

*Potential impacts to western pond turtle.* Western pond turtle may occur in Natomas Ditch, and may be impacted during dewatering or other construction activities during culvert installation along the ditch.



### ***Biological Resources Mitigation Measure BIO-02***

To avoid impacts to western pond turtles using the Natomas Ditch, the following avoidance and minimization measures should be implemented during construction.

- A preconstruction survey will be conducted for nesting pond turtle by a qualified biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area determined in coordination with CDFW shall be established between the nesting site (which may be immediately adjacent to wetlands or extend up to 400 feet away from wetland areas in uplands) and the wetland located near the nesting site. The buffer shall indicated by temporary fencing if construction has or will begin before nesting periods are ended (the period from egg laying to emergence of hatchlings is normally April to November). Any western pond turtles observed in the survey limits will be reported to the CNDDDB.
- A qualified biological monitor(s) will be present during dewatering of the canals to relocate any western pond turtles in the canals to suitable habitat up or downstream of the area of disturbance. Prior to dewatering, CDFW will be notified of the intent to conduct western pond turtle monitoring and potential relocation. Any western pond turtles observed during biological monitoring activities will be reported to the CNDDDB.

With implementation of the above mitigation measures, impacts to western pond turtle would be less than significant, and no additional mitigation measures would be required.

*Potential impacts to white-tailed kite and other nesting birds.* Potential habitat for nesting birds occurs in the vicinity of the project area. No bird nests were observed during the reconnaissance survey, but several bird species that were likely nesting in the area were observed. In addition, white-tailed kite has the potential to use the adjacent Humbug-Willow Creek Parkway adjacent to the project site for nesting.

### ***Biological Resources Mitigation Measure BIO-03***

The following mitigation measures would be implemented to avoid impacts to nesting birds:

- If construction activities will occur during the nesting season (usually from March through September), no more than 30 days prior to the initiation of construction, pre-construction surveys for the presence of special-status bird species or any nesting bird species shall be conducted by a qualified biologist on site and within a 500 foot radius of proposed construction areas, where access is available. If active nests are identified in these areas, construction should be delayed until the young have fledged, or CDFW

should be consulted to develop measures to avoid the take of active nests prior to the initiation of any construction activities. Avoidance measures may include establishment of a buffer zone using construction fencing, or the postponement of vegetation removal until after the nesting season, or until after a qualified biologist has determined the young have fledged and are independent of the nest site.

With implementation of the above mitigation measures, impacts to nesting birds would be less than significant, and no additional mitigation measures would be required.

*Potential impacts to Sanford's arrowhead.* Surveys for Sanford's arrowhead were conducted on June 21, 2013 by ECORP (ECORP 2013c; refer to Attachment E for the memorandum describing the methods and results of the survey). No Sanford's arrowhead was identified in the survey area; therefore, no impacts would occur and no mitigation measures would be required.

**Question b:** Valley foothill riparian habitat, Valley oak woodland, and aquatic (seasonal wetland, marsh, and ditch) habitats occur in the study area (see **Figure 7** in Attachment A). Refer to question c for a discussion of the aquatic habitats. Lots 11 and 12 planned for development have been previously cleared and building pads constructed for development, and the Valley foothill riparian habitat and Valley oak woodland habitat occur along the perimeters of the pads, outside of the limits of disturbance. Where feasible, existing native trees and riparian vegetation will be avoided by construction activities. The landscaping plans incorporate existing oaks and riparian vegetation into the design (see **Figure 6** in Attachment A). A 1602 Streambed Alteration Agreement will be obtained from CDFW prior to removal of riparian vegetation. As described in response to question e, the appropriate mitigation for impacts to oaks will be implemented.

By avoiding and minimizing impacts where feasible, and implementation of the appropriate permitting and mitigation measures, impacts to sensitive habitats would be less-than-significant, and no additional mitigation measures would be required.

**Question c:** The wetland delineation conducted for the project (ECORP 2013a) identified 0.609 acre of potential waters of the U.S. occurring in the study area. Of the total potential waters of the U.S. in the study area, 0.210 acre of potential waters of the U.S. occur in the project limits and may be directly impacted by the project. Impacts to waters of the U.S. will be minimized to the extent practicable.

#### ***Biological Resources Mitigation Measure BIO-04***

- All necessary permits will be obtained prior to commencement of ground disturbance within jurisdictional waters. Currently, it is anticipated that implementation of the

proposed activities would require a CWA Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, and a CWA Section 401 Water Quality Certification from the RWQCB. Impacts to jurisdictional waters will be mitigated in accordance with agency requirements to ensure no net loss of acreage or value to waters of the U.S.

- Construction activities would be required to follow standard engineering practices that reduce impacts to water quality, including off-site waters adjacent to the project site. The practices include reduction of sediment loading and disturbance as well as other standard Best Management Practices (BMP) for maintaining water quality.

With implementation of the above avoidance and minimization measures, and mitigation for impacts to jurisdictional waters, impacts to waters of the U.S. would be less-than-significant, and no additional mitigation measures would be required.

**Question e:** The proposed project is subject to the City of Folsom Tree Ordinance, and would require review and approval of a tree permit by the City Arborist. An arborist report prepared by Edwin E. Stirtz dated August 2012 identified 47 trees, including 39 Valley oaks, within the project area. The arborist report identified one Valley oak that should be removed because it is dead, and recommended many others for pruning (crown clean out).

#### ***Biological Resources Mitigation Measure BIO-05***

Project site grading and/or construction may damage additional trees. Removal or damage of protected trees could conflict with the Folsom Tree Preservation Ordinance, and the following mitigation would be required.

- The City Arborist will review the final site improvement plans and determine the precise amount required at that time. Compensatory mitigation off-site consists of one of the following mitigation measures:
  - Payment into the Tree Planting and Replacement Fund of an inch-for-diameter-inch replacement in lieu fee set by City Council resolution;
  - Dedication of property for the purpose of planting trees based on the following ratio: 1 diameter inch = 0.004 acre of land (175 square feet) – the minimum area of dedication for such property shall be five acres of land, unless the property is contiguous to existing or planned open space, in which case the minimum dedication is one acre of land; off site mitigation of this type must be approved by the City council; or

- Planting of trees on either public property, property with a conservation easement, or on property with an irrevocable offer of dedication to the City, pursuant to the ratios set forth in the Tree Ordinance.

With implementation of the above mitigation measures, impacts to existing ordinances would be less than significant, and no additional mitigation measures would be required.

**Question f:** No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur, and no mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**V. CULTURAL RESOURCES**

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

Several gravel bars situated along the American River were rich in gold. Stores of gold were located at Slate Bar, across from Folsom State Prison, in the early 1850s. During the 1880s and 1890s, mining occurred within Folsom’s city limits.

The Native Americans who occupied the area of the City at the time of Euro American contact (ca. 1845) are known as the Southern Maidu or Nisenan. Ethnographers who have studied these Penutian-speaking people generally agree that their territory included the drainages of the Bear, American, Yuba, and southern Feather Rivers. Permanent settlements were on ridges separating parallel streams or on crests, knolls, or terraces located part way up the slope (Kroeber 1925).

Two Cultural Resources Investigation of the site were performed by Peak and Associates, Inc. in April 2013 (Peak and Associates 2013) and by ECORP in July 2013 (ECORP 2013d). The project area had been previously surveyed by Peak and Associates in 1993 for the Parkway at Blue Ravine project (NCIC report 4524; Peak and Associates 1993a). The Natomas Ditch System is a series of interconnected ditches and canals, now perforated by development, which once diverted water from the South Fork of the American River to the dry diggings south of Folsom. The entire Natomas Ditch System was determined to be eligible for the National Register of Historic Places (NRHP) in 1993 by the Corps with SHP concurrence under Criterion A at a local level of significance. The portion of the ditch in the project area was previously included as the southernmost portion of the Blue Ravine segment of the Natomas Ditch System. The Blue Ravine segment was recorded in 1994 after SHPO and the Corps concurred that the resource was a contributing element to the Natomas Ditch System. The 2013 investigations both concluded that the previous documentation is adequate mitigation and there have been no changes to the resource that would require further mitigation documentation. Refer to **Figure 2** in Attachment A for the location of the ditch. The Project Applicant, of their own accord, undertook Native American consultation, and it is summarized below.

Resources assessed as eligible for the NRHP are considered important under CEQA, and procedures for managing these properties as outlined by Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR Part 800) satisfy the state CEQA guidelines as well. No additional historical or archaeological resources were identified on the project site.

Standard Construction Specifications were developed and approved by the City of Folsom on May 25, 2004. They include Article 11 - Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (City of Folsom 2004).

### **Native American Consultation**

Although not required at this stage of the project entitlement process, the Project Applicant voluntarily undertook Native American consultation with local tribes to gather information about potential cultural resources on the project site. Native American coordination regarding the

Parkway Village H1 and H2 Subdivision project began May 21, 2013 with the initial contact letter to the Native American Heritage Commission (NAHC). A summary of the coordination efforts that followed is provided below.

Native American outreach was initiated in May 2013 when the Project Applicant and their consultant (ECORP) initiated correspondence with a request to the NAHC. The NAHC provided a list of 12 contacts, including the Shingle Springs Band of Miwok Indians (SSBMI) and the United Auburn Indian Community (UAIC), among others. The consultant sent project notification letters to the contacts on June 12, 2013. The Wilton Rancheria was not included in the list provided by the NAHC because their territory is well outside of the Project Area; however, because of Wilton Rancheria's involvement in other projects which are in proximity to the Parkway Village H1 and H2 Subdivision project, the Wilton Rancheria was subsequently included in coordination efforts. On August 21, 2013, the consultant provided a project notification letter to Wilton Rancheria.

The Project Applicant conducted follow-up calls with all listed tribes within the NAHC response letter. Ms. Rose Enos with the Miwok and Ms. April Wallace-Moore with the Nisenan So-Maidu, expressed concern over the inadvertent discovery of prehistoric artifacts and requested proper remediation measures. The SSMBI responded on July 15, 2013 requesting copies of the report and additional project information, and again in a letter dated July 25, 2013, requesting initiation of the formal consultation process, copies of the records searches, and survey and environmental reports.

Mr. Marcos Guerrero of the Tribal Preservation Committee with the UAIC responded on July 12, 2013 requesting a site visit to the Project Area. Additionally, in a letter dated July 12, 2013 Mr. Gene Whitehouse of the UAIC requested tribal monitors to accompany the field survey and copies of the report.

On August 28, 2013, a project site visit took place. Mr. Andrew Godsey (SSBMI), Mr. Guerrero and Mr. Jason Camp (UAIC), Mr. Steve Hutchason (Wilton Rancheria), the Project Applicant, the City of Folsom representative, and ECORP cultural and biological staff were in attendance. Mr. Godsey, Mr. Guerrero and Mr. Camp, and Mr. Hutchason were shown a copy of the cultural resources inventory report for review. All reviewed the report noting that they were examining it for any cultural resources that may have been found within the Project Area and for what the records search results contained. Mr. Guerrero also provided documentation which denoted that Willow Creek also has a name in their native language. Willow Creek is outside of the Project Area, but borders the northern edge. Mr. Guerrero offered verbal comments during the visit, but there has been no official correspondence since.

During the visit, the Project Applicant noticed a sign noting the Willow Creek Trail and asked Mr. Camp and Mr. Guerrero whether it would be possible to change the name (or at least note on the trail sign) to their native name for the creek. Mr. Camp verbally noted that he would look into the possibility with further research.

Mr. Guerrero walked into the Project Area along Willow Creek within H1 and noted that he did not find anything of cultural concern. Mr. Godsey, Mr. Guerrero, Mr. Camp, and Mr. Hutchason examined the ground for bedrock mortars along Silberhorn Drive. The Project Applicant noted that his ownership of the property extends from the middle of the Natomas Canal north to the Willow Creek boundary and that from the middle of the canal to Silberhorn Drive, the property is in the ownership of Elliott Homes. Investigations for bedrock mortars stopped.

Currently, the City and the Project Applicant are awaiting the submission of written comments on the project from the UAIC, SSBMI, and Wilton that reflect the discussions noted above.

#### *Evaluation of Cultural Resources*

**Questions a and b:** The Natomas Ditch is a previously recorded resource determined eligible for NRHP, and is considered important under CEQA. Mitigation for impacts to the ditch has already occurred through previous documentation of the feature. No additional mitigation is necessary; therefore, implementation of the proposed project would not have the potential to adversely affect known historical or archaeological resources. No impact would occur, and no mitigation would be necessary.

**Questions c and d:** Because the project site would involve ground disturbance, construction activities could reveal unknown cultural resources, including human remains.

#### ***Cultural Resources Mitigation Measure CUL-01***

The following standard City requirement set forth in the City's Standard Construction specifications, Article 11 – Cultural Resources, would be required:

- If any archaeological, cultural, historical resources, artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with staff, the Folsom Historical Society, and the Heritage Preservation League. Appropriate mitigation, as recommended by the archaeologist, shall be implemented. If agreement cannot be reached, the Historic District Commission shall determine the appropriate implementation measure.



Implementation of this standard City requirement would assure that no adverse effects to unknown cultural resources would occur until such resources had been evaluated and any necessary mitigation had been performed. With implementation of the proposed mitigation, no potentially significant impact would exist, and no additional mitigation would be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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## VI. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Geology and soils are discussed in Chapter 14 of the DEIR (Jones and Stokes 1992) prepared for the Parkway Development Project, and a Geotechnical Engineering Report for the Parkway Development Project (WKA 1994). Information pertinent to the Parkway Village H1 and H2 Subdivision project is summarized below.

### *Geology*

The project area is at the base of the western Sierra Nevada foothills, and is underlain by metamorphic rocks.

The project site is not located within an Alquist-Priolo Study Zones (i.e., active faults). Several faults have been mapped in the vicinity of the project site, however, historical seismicity has been minor. Because no active faults are located on the project site and activity of faults mapped in the project vicinity has been minor, the potential for ground rupture due to faulting is considered negligible.

The Bear Mountain Fault, four miles east of Folsom, is a potentially active trace of the Foothills fault system. Although historic seismic activity has been minor, and no faults are located on the project site, a significant seismic event that could damage and destroy buildings and other structures could occur on the project site. The project area is within seismic risk Zone 3. A maximum credible earthquake (Richter scale magnitude 6.5) on the Bear Mountain Fault could cause groundshaking of modified Mercalli scale intensity VII or greater, and subsequently cause major damage to structures and injury to people.

### *Soils*

Soils on the project site are identified as Argonaut-Auburn complex and Hicksville gravelly loam. For both soils, the permeability of the B horizon is moderately slow, and the soil is well to moderately drained. The Argonaut-Auburn complex developed on erosional remnants of the Copper Hill volcanic and metasediments of the Mariposa Formation, which form low-rounded hills. Because of the nearly level topography, runoff rates are low, and therefore, the erosion hazard is low. Hicksville gravelly loam developed on the Laguna Formation is composed of consolidated alluvial sediments and occupy gently sloped to nearly level surfaces of the intermediate fan terrace. This terrain has a hummocky surface relief from past shaping of the hardpan surface. During the wet season, this surface floods and ponds because runoff incapable of infiltrating the hardpan accumulates on the surface before slowly evaporating or draining offsite. Because of limited permeability, runoff rates are moderate, but the heavy texture of the soil makes the erosion hazard low.

Based on the results of the geotechnical engineering report (WKA 1994), the soils on the site are not considered to be susceptible to liquefaction during seismic ground shaking, and lateral spreading of soils beneath structures, landsliding, and earthquake induced settlement are considered to be low, provided the site is prepared and filled consistent with the recommendations in the report.

#### *City Regulation of Geology and Soils*

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code, which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. The City as additionally adopted a Grading Code (FMC §14.29) that regulates grading citywide to control erosion, stormwater drainage, revegetation, and ground movement.

#### *Evaluation of Geology and Soils*

**Questions a – e:** There is a potential that the Parkway Village H1 and H2 development could be exposed to the effects of earthquake-induced ground shaking; however, standards imposed by the City of Folsom through the Grading Code, and compliance with California Building Code requirements, would reduce this potential impact to levels considered acceptable in the City and region. Likewise, potential effects from weak soils and water erosion hazards would be minimized through implementation of these standards. The proposed project will be served by a community wastewater system, and no on-site wastewater disposal will occur. No significant impacts from or to geophysical features or hazards will occur with implementation of the proposed project, and no mitigation is required.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VII. GREENHOUSE GAS EMISSIONS**

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change has been observed to contribute to poor air quality, rising sea levels, melting glaciers, stronger storms, more intense and longer droughts, more frequent heat waves, wildfires, and other threats to human health (ALA California 2011; IPCC 2007). From 1994 through 2006, eleven of those twelve years rank among the 12 warmest years on record (since 1850), with the warmest two years being 1998 and 2005 (IPCC 2007). Hotter days facilitate the formation of ozone, increases in smog emissions, and increases in public health impacts (e.g., premature deaths, hospital admissions, asthma attacks, respiratory conditions, and acute bronchitis) (ALA California 2011). Global temperatures have risen by 1.3°F over the past century, and if greenhouse gas emissions continue to increase, climate models predict that the average temperature at the Earth’s surface could increase by 2 to 11.5°F by the year 2100 (IPCC 2007).

Because reducing greenhouse gas (GHG) emissions would help to reduce the potential impacts of climate change, California has adopted AB 32, the Global Warming Solutions Act of 2006. The California Air Resources Board (CARB) is in the process of implementing a comprehensive, multi-year strategy to reduce GHG emissions. The state Attorney General’s Office has identified various measures for all development types that may reduce the global warming impacts at the individual project level. The various measures include the following list categories:

- Energy Efficiency
- Renewable Energy and Energy Storage
- Water Conservation and Efficiency
- Solid Waste Measures
- Land Use Measures

- Transportation and Motor Vehicles
- Agriculture and Forestry

The Attorney General’s Office also suggests that if, after analyzing and requiring all reasonable and feasible on-site mitigation measures for avoiding or reducing greenhouse gas-related impacts, the lead agency determines that additional mitigation is required, the agency may consider additional off-site mitigation (California AGO 2010).

**Table 6** lists 2009 California GHG emissions estimated by CARB based on carbon dioxide equivalent emission rates.

**Table 6. California Greenhouse Gas Emissions based on Carbon Dioxide Equivalent Emission Rates**

Category	CO <sub>2</sub> Equivalent (million tonnes)	Percent Total (of gross)
Transportation	172.92	38.2
Electric Power	103.58	22.9
Agriculture	32.13	7.1
Commercial and Residential	42.95	9.5
Industrial	81.36	17.1
Recycling and Waste	7.32	1.6
High GWP <sup>1</sup>	16.32	3.6
Forestry	0.19	0.0
<i>Total (gross)</i>	<i>456.77</i>	<i>100</i>
Sinks and Sequestrations	-3.80	
<b>Total (net)</b>	<b>452.97</b>	

<sup>1</sup> Includes Ozone Depleting Substance (ODS) Substitutes, Electricity Grid SF6 Losses, and Semiconductor Manufacturing. Source: California Air Resources Board, 2011. Greenhouse Gas Inventory for 2000-2009 – by Category as Defined in the Scoping Plan. Retrieved March 14, 2013, from California Air Resources Board: <http://www.arb.ca.gov/cc/inventory/data/data.htm>.

California carbon dioxide equivalent emissions were approximately 452.97million tonnes in 2009. As shown in the table, over 38 percent of GHG emissions from within California occur from transportation, and 23 percent occur from electric power.

The Earth naturally absorbs and reflects incoming solar radiation, and emits longer wavelength terrestrial (thermal) radiation back into space. On average, the absorbed solar radiation is balanced by the outgoing terrestrial radiation emitted to space. A portion of this terrestrial radiation, though, is itself absorbed by gases in the atmosphere. The energy from this absorbed terrestrial radiation warms the Earth’s surface and atmosphere, creating what is known as the “natural greenhouse effect.” Without the natural heat-trapping properties of these atmospheric

gases, the average surface temperature of the Earth would be below the freezing point of water (IPCC 2007). Although the Earth's atmosphere consists mainly of oxygen and nitrogen, neither plays a significant role in this greenhouse effect because both are essentially transparent to terrestrial radiation. The greenhouse effect is primarily a function of the concentration of water vapor, carbon dioxide, methane, nitrous oxide, ozone, and other trace gases in the atmosphere that absorb the terrestrial radiation leaving the surface of the Earth (IPCC 2007). Changes in the atmospheric concentrations of these greenhouse gases can alter the balance of energy transfers between the atmosphere, space, land, and the oceans. Radiative forcing is a simple measure for both quantifying and ranking the many influences on climate change; it provides a limited measure of climate change because it does not attempt to represent the overall climate response (IPCC 2007). Holding everything else constant, increases in greenhouse gas concentrations in the atmosphere will produce positive radiative forcing (i.e., a net increase in the absorption of energy by the Earth) (EPA 2010 and 1999b).

Naturally occurring greenhouse gases include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and ozone (O<sub>3</sub>). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, emitted solely by human activities. There are also several gases that, although they do not have a direct radiative forcing effect, do influence the formation and destruction of ozone, which does have such a terrestrial radiation absorbing effect. These gases, referred to here as ozone precursors, include carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>), and non-methane volatile organic compounds (NMVOC). Aerosols (extremely small particles or liquid droplets emitted directly or produced as a result of atmospheric reactions) can also affect the absorptive characteristics of the atmosphere (EPA 2010).

## **Regulatory Framework Relating to Greenhouse Gas Emissions**

The United States Environmental Protection Agency (EPA) is the federal agency responsible for implementing the Clean Air Act (CAA). The U.S. Supreme Court ruled on April 2, 2007 that CO<sub>2</sub> is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. However, there are no federal regulations or policies regarding GHG emissions thresholds applicable to the Parkway Village H1 and H2 Subdivision project at the time of this Initial Study.

CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California, and for implementing the California Clean Air Act (CCAA). Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a

real potential for severe adverse environmental, social, and economic effects in the long-term. Because every nation emits GHGs, and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

There are numerous laws that have been signed in California to reduce greenhouse gas emissions. Assembly Bill (AB) 1493 (signed in 2002) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the state.” To meet the requirements of AB 1493, in 2004 CARB approved amendments to the California Code of Regulations (CCR) adding GHG emissions standards to California’s existing standards for motor vehicle emissions.

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra’s snowpack, further exacerbate California’s air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

In September 2006, Governor Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 established regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. As stated in its September 2010 progress report, 40 percent of reductions identified in the Scoping Plan have been secured through CARB actions.

SB 97, signed August 2007, acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directed the State Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA by July 1, 2009. The Resources Agency certified and adopted those guidelines on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments were made effective March 18, 2010. The amendments contain changes to fourteen



sections of the existing guidelines, including: the determination of significance as well as thresholds; statements of overriding consideration; mitigation; cumulative impacts; and specific streamlining approaches. The amendments also include an explicit requirement that EIRs analyze GHG emissions resulting from a project when the incremental contribution of those emissions may be cumulatively considerable.

### *Evaluation of Greenhouse Gas Emissions*

**Question a:** Greenhouse gas emissions would be generated from the proposed residential development during construction and operation. Operational emissions would result from transportation sources (primarily automobile trips) and from area sources such as electricity generation, water treatment and transmission, solid waste collection, and space heating.

Unlike criteria air pollutant emissions as discussed in the *Air Quality* section of this Initial Study, the SMAQMD has not established screening levels for GHG emissions for urban development projects (SMAQMD 2009, revised 2011). Operational GHG emissions would occur from vehicles arriving and leaving the development. Because of the low-level of traffic associated with the project (estimated to be 325 daily vehicle trips), greenhouse gas emissions would not be expected to be significant, and the project would not be expected to make a substantial contribution to global warming. The project would result in a less-than-significant impact, and no mitigation would be necessary.

**Question b:** The City of Folsom has not adopted a Climate Action Plan, nor any greenhouse gas reductions measures, other than enforcing the provisions of the Green Building Standards Code and the Energy Code adopted by the City.

Because transportation is the largest sector of greenhouse gas emissions, many reduction strategies focus on reducing travel and making transportation more efficient. Therefore, many of the transportation and land use strategies contained in regional air quality and transportation plans act to reduce greenhouse gas emissions as well. The Parkway Village H1 and H2 Subdivision project would be consistent with all applicable provisions of the Ozone Attainment Plan, the 2035 Metropolitan Transportation Plan, and the Sacramento Region Preferred Blueprint Scenario adopted by the SMAQMD and the Sacramento Area Council of Governments. This would be a less-than-significant impact, and no mitigation would be necessary.

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazards and hazardous materials are discussed in Chapter 16 of the DEIR (Jones and Stokes 1992) prepared for the Parkway Development Project. The results of the database search conducted for the preliminary site assessment (dated 1992) indicated no known instances of hazardous materials contamination on or adjacent to the Blue Ravine property (including federal and state Superfund sites), and no history of hazardous materials stored on the Blue Ravine property with the possible exception of dredged mining related materials. Although historic use of the Blue Ravine property for agricultural and mining land uses may have involved the use of hazardous materials, no areas of concern are likely to be located in the Parkway Village H1 and H2 Subdivision project site. Additionally, the DEIR indicated the Sacramento County Hazardous Materials Inventory/Inspection Report identified no registered underground storage tanks on the Blue Ravine property.

An Environmental Data Resources (EDR) report generated on March 15, 2013 identified two high risk hazardous materials sites within 0.25 mile of the project site: RPM Automotive at 163 Chambersburg Way, and Morrows Auto Truck Sales at 1839 Orchard Terrace Court. These sites are located 0.19 mile southwest and 0.21 mile southeast of the project site, respectively. No hazardous materials underground storage tanks or other hazardous materials were reported on the Parkway Village H1 and H2 Subdivision project site.

**Questions a, b, c:** No existing hazardous materials have been identified on the project site. During construction, oil gasoline, diesel fuel, paints, solvents, and other hazardous materials would be used. If spilled, these substances could pose a risk to the environment and to human health. Both federal and state laws include provisions for the safe handling of hazardous substances. Following construction, no hazardous materials use or storage would be expected other than minor amounts of cleaning and landscaping chemicals. Although the Empire Oaks Elementary School is located within 0.25 mile of the proposed project, the routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure. Therefore, this impact is considered less than significant, and no mitigation is necessary.

**Question d:** The project site is not included on the lists of hazardous materials sites reviewed in 1992, compiled by Sacramento County pursuant to Government Code Section 65962.5, or on the EDR report generated on March 15, 2013. No significant impact will occur, and no mitigation is necessary.

**Questions e, f:** The project site is not located in an Airport Land Use Plan area, and no public or private airfields are within two miles of the project site; therefore, the project would not result in

a safety hazard for people residing or working in the project area. No impact will occur, and no mitigation is necessary.

**Question g:** Consistent with the City's Multi-Hazard Emergency Management Plan, the City of Folsom maintains pre-designated emergency evacuation routes along major streets and thoroughfares (City of Folsom 2005). No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. The proposed project would not result in an increased concentration of large numbers of persons in any at-risk location, and the proposed project would not have a significant impact on any emergency plans. Thus, no significant impact would occur, and no mitigation would be necessary.

**Question h:** The project site is located in the City of Folsom, and it is provided urban levels of fire protection by the City. Therefore, the proposed project would not increase the risk of wildland fires. No significant impact will occur, and no mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**IX. HYDROLOGY AND WATER QUALITY**

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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j) Inundation by seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Hydrology and water quality are discussed in Chapter 15 of the DEIR (Jones and Stokes 1992) prepared for the Parkway Development Project. Information pertinent to the Parkway Village H1 and H2 Subdivision project is summarized below.

The project site is graded and altered, and reflects the history of past hydrologic manipulation. Willow Creek flows along the northern boundary of the proposed project. The creek’s floodplain and watershed is largely developed with urban land uses, but the creek is within a planned greenbelt parkway that regulates development along the creek. Natomas Ditch along the southern boundary of the proposed project is part of a ditch system constructed in the mid-to-late 1800’s for mining and agricultural activities. The ditch system has since been abandoned, and the Natomas Ditch is a relic feature. Implementation of the proposed project will increase impervious areas, subsequently reducing absorption rates in some areas, and would alter the site’s existing drainage pattern. By increasing the impervious area and channelizing the stormwater runoff, the rates and volumes of runoff will increase.

Existing public drainage easements collect stormwater runoff and direct it to adjacent water quality retention basins. An existing 30-foot-wide public drainage easement is located near the southwest portion of the western parcel of the project site, and it carries stormwater from the building pad to an existing water quality retention basin west of the parcel. An abandoned ditch on an existing 30-foot-wide public drainage easement is located near the western portion of the eastern parcel of the project site, and it carries stormwater from the building pad to an existing water quality retention basin northwest of the parcel.

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project’s proximity to a 100-year floodplain. The proposed project is on FEMA panel 06067C0140H effective 8/16/2012. The project site is not located in the 100-year floodplain of Willow or Humbug Creeks or other local streams, but it is located within the dam failure

inundation zone of the Mormon Island Dam. The project site is located within the Willow Creek and Humbug Creek groundwater basin. Groundwater recharge sources are precipitation and leakage from Mormon Island Dam. The ditch system containing Natomas Ditch provided additional recharge prior to 1985, but it is no longer considered a significant recharge source. Since domestic water in the City of Folsom is provided by a surface water source (Folsom Lake), implementation of the proposed project would not involve groundwater use for domestic purposes or discharges to groundwater.

The City is a signatory to the Sacramento Countywide National Pollutant Discharge Elimination Program (NPDES) permit for the control of pollutants in urban stormwater. Since 1990, the City has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (Best Management Practices or BMPs), water quality monitoring, and other activities designed to protect area creeks and rivers. This program would be unchanged by the proposed project (City of Folsom 2012b), and the project would be required to implement all appropriate program requirements.

In addition to these activities, the City maintains the following requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use. These regulations and requirements would be unchanged by the proposed project.

Standard construction conditions required by the City include:

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

Additionally, the City enforces the following requirements of the Folsom Municipal Code as presented in **Table 7**.

**Table 7.** City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development within the City

Code Section	Code Name	Effect of Code
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.
14.33	Hillside Development	Regulates urban development on hillsides and ridges to protect property against losses from erosion, ground movement and flooding; to protect significant natural features; and to provide for functional and visually pleasing development of the city's hillsides by establishing procedures and standards for the siting and design of physical improvements and site grading.

Source: Folsom Municipal Code, July 2011.

### *Evaluation of Hydrology and Water Quality*

**Questions a, c, e, f:** Implementation of the proposed project would have the potential to generate stormwater and contaminated runoff from the project site. The site is within the existing urban area of the City served by urban stormwater facilities, and construction on the site would be subject to NPDES permit conditions (including the implementation of BMPs) and all of the City's standard conditions and Code requirements. Operation of these requirements, which would be unchanged with approval of the project, would ensure that no adverse effects due to stormwater generation or contamination would take place. No significant impact would result, and no mitigation would be necessary.

**Question b:** Implementation of the proposed project would not result in the use of groundwater, because domestic water in Folsom is provided solely by a surface water source (Folsom Lake). While the proposed project would result in additional impervious surfaces on the site, the project includes landscaping, and stormwater generated at the project site flows to existing water quality retention basins. The landscaped areas provide pervious surfaces, and the basins recover



percolation loss; therefore, the proposed development would not substantially interfere with groundwater recharge. No significant impacts would occur, and no mitigation would be necessary.

**Question d:** Implementation of the proposed project would increase impervious areas, subsequently reducing absorption rates in some areas, and would alter the site's existing drainage pattern and percolation rates. By increasing the impervious area and channelizing stormwater runoff, the rates and volumes of runoff would increase. The project site has been previously graded and altered, and existing public drainage easements collect stormwater generated on each parcel and direct flows to existing water quality retention basins which allow the water to enter the water table through percolation. The water control measures have been designed consistent with the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions* dated 2007. No significant impacts would occur, and no mitigation would be necessary.

**Questions g, h:** Because the project site is located outside of the 100-year floodplain of Willow Creek and other local streams, development of the proposed project would not place persons or structures at risk from flood hazards, nor would it interfere with existing floodway capacity. Thus, no impacts would occur, and no mitigation would be necessary.

**Question i:** The proposed project would expose new development to inundation in the event of the failure of Mormon Island Dam. Dam failure would most likely occur with adequate warning to evacuate residents. A failure would be preceded by increased seepage to the drain, initiation of seepages on the side slopes, and very high lake levels, however, permanent structures would likely be extensively damaged or destroyed. The project will adhere to City established evacuation plans reviewed by the Reclamation District that establish protocol in the event of the failure of Mormon Island Dam. With implementation of the evacuation plan, the impact would be less than significant, and no mitigation would be necessary.

**Question j:** The City of Folsom is located approximately 95 miles from the Pacific Ocean, at elevations ranging from approximately 140- 828 feet above mean sea level. Because of this, there would be no possibility of inundation by tsunamis. The City is located adjacent to Folsom Lake, a reservoir of the American River impounded by a main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity has been minor, the potential for strong ground shaking is present and the possibility exists of a strong earthquake occurring when lake levels are high. This could create a large enough wave to overtop or breach the wing dikes although this is considered to be a remote possibility.

Mudslides and other forms of mass wasting occur on steep slopes in areas having susceptible soils or geology, typically as a result of an earthquake or high rainfall event. Slopes associated with the edges of the building pads are located on the project site; however, City grading standards, including requirements to evaluate slope stability and implement slope stabilizing measures as necessary, would prevent this potential effect.

In summary, there would be no potentially significant effect from inundation by seiche, tsunami, or mudflow, and no mitigation would be necessary.

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**X. LAND USE AND PLANNING**

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Land use in the project area is regulated by the City of Folsom through the various plans and ordinances adopted by the City. These include the City of Folsom General Plan and the City of Folsom Municipal Code, including the Zoning Code. The Parkway Village H1 and H2 Subdivision is included in the Parkway Specific Plan (SP93-3).

The land use designation for the project site in the General Plan is single family residential (SF), and the zoning designation in the Municipal Code is Parkway Specific Plan (SP 93-3) with an underlying land use of single family (R-1). The proposed project includes a Specific Plan Amendment to change the underlying land use from Single Family (S-F) to Residential Multifamily (R-M). The Parkway Village H1 and H2 Subdivision project is proposing residential condominium units on the project site.

*Evaluation of Land Use and Planning*

**Question a:** Residential developments are located southwest and south of the project site, and an undeveloped property is east of the project site. Development on the project site would not physically divide an established community. Therefore, there would be no impact and no mitigation would be required.

**Question b:** Although the residential condominium development proposed for the project site differs from the existing General Plan land use designation and Municipal Code zoning

designation, the project would not conflict with the land use plan or policies because it would maintain the planned residential land use, and similar environmental effects would be anticipated. Also, City of Folsom approval of a density transfer is anticipated, and an amendment to the General Plan or Municipal Code is not expected to be necessary. The Parkway Development Project contemplates 1,358 single family residential units (477 for Phase I and 881 for Phase II); however, the total unit yield for the Parkway Development Project is expected to be, in actuality, 1,222 single family residential units (447 for Phase I and 775 for Phase II). Therefore, although the Parkway Village H1 and H2 Subdivision project is proposing a higher density residential use for the specific site, the overall density of the project would remain consistent with the originally overall planned density. With approval of the density transfer by the City, the impact would be less than significant and no mitigation would be required.

It is important to note that the Specific Plan Amendment is not required to accommodate the aforementioned density transfer. The Specific Plan Amendment is necessary in that the Residential-Multifamily (R-M) land use category includes development standards that the project conforms to relative to land area, building setbacks, building coverage, building height, and parking.

**Question c:** No Habitat Conservation Plan or Natural Community Conservation Plan has been approved for the project area. The project is within the Humbug-Willow Creek Parkway Plan area, and it has been designed consistent with the design guidelines for development in the plan area (see Section 7, Consistency with the Humbug-Willow Creek Parkway Plan). Therefore, implementation of the Parkway Village H1 and H2 Subdivision project would not conflict with any conservation plans. No significant impact would result, and no mitigation would be necessary.

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XI. MINERAL RESOURCES**

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mineral resources are discussed in Chapter 14 of the DEIR (Jones and Stokes 1992) prepared for the Parkway Development Project. The Parkway Village H1 and H2 Subdivision project area is not located in a zone of known mineral or aggregate resources.

The Folsom area regional geologic structure is defined by the predominantly northwest- to southeast-trending belt of metamorphic rocks and the strike-slip faults that bound them. The structural trend influences the orientation of the feeder canyons into the main canyons of the North and South Forks of the American River. This trend is interrupted where the granodiorite plutons outcrop (north and west of Folsom Lake) and where the metamorphic rocks are blanketed by younger sedimentary layers (west of Folsom Dam) (CGS 2006). The four primary rock divisions found in the area are: ultramafic intrusive, metamorphic, granodiorite intrusive, and volcanic mud flows (Geotechnical Consultants, Inc. 2003).

The presence of mineral resources within the City has led to a long history of gold extraction, primarily placer gold. No areas of the City are currently designated for mineral resource extraction.

*Evaluation of Mineral Resources*

**Questions a, b:** The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources. Thus, no impacts would result, and no mitigation would be necessary.

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XII. NOISE

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (including construction)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise is discussed in Chapter 10 of the DEIR (Jones and Stokes 1992) prepared for the Parkway Development Project. Information pertinent to the Parkway Village H1 and H2 Subdivision project is summarized below.

The predominant existing noise sources in the vicinity of the Parkway Village H1 and H2 Subdivision project site are vehicles on adjacent streets. No commercial airports are located within two miles of the project site, though occasional overflights from aircraft landing at Sacramento Mather Airport Air Force Base, or McClellan Airport Air Force Base located approximately 12 and 15 miles west of the project site, respectively.

Potential noise impacts as a result of the proposed project are those resulting from project construction and those from operational activities. Construction noise would have a short-term effect; operational noise would continue throughout the lifetime of the project. Development of the project would increase noise levels temporarily during construction and intermittently during operations of the residential uses.

### City Regulation of the Noise Environment

The City of Folsom General Plan Noise Element establishes land use compatibility criteria for both transportation noise sources such as roadways, and for non-transportation (stationary) noise sources. For transportation noise sources, the City of Folsom establishes a noise level criterion of 60 dB  $L_{dn}/CNEL$ <sup>1</sup> or less in outdoor activity areas, and 45 dB  $L_{dn}/CNEL$  or less for interior noise levels. Noise environments considered normally acceptable for residential uses include 70 dB for single-family residences, and 65 dB for multi-family residential uses (City of Folsom Noise Element Figure 26-5).

For stationary noise sources, the City of Folsom has adopted a Noise Ordinance as §8.42 of the Folsom Municipal Code (City of Folsom 2011). The Noise Ordinance establishes hourly noise level performance standards, which are most commonly quantified in terms of an hourly averages ( $L_{eq}$ ), and instantaneous maximums ( $L_{max}$ ). **Table 8** shows the City of Folsom noise level performance standards for stationary noise sources for both day and nighttime periods. Section 8.42.060 C exempts construction noise from the provisions of the Code, provided such activities do not take place before 7:00 a.m. or after 6:00 p.m. on any day except Monday through Friday, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.

**Table 8. Exterior Hourly Noise Level Performance Standards for New Projects and Developments in the City of Folsom**

Minutes/hour of noise generation ( $L_n$ )	Maximum acceptable noise level (dBA)	
	Day (7 a.m. to 10 p.m.)	Night (10 p.m. to 7 a.m.)
30 ( $L_{50}$ )	50	45
15 ( $L_{25}$ )	55	50
5 ( $L_{8.3}$ )	60	55
1 ( $L_{1.7}$ )	65	60
0 ( $L_{max}$ )	70	65
30 ( $L_{50}$ )	50	45

<sup>1</sup>  $L_n$  is the percentage of time the noise level is exceeded during an hour.  $L_{50}$  means the level exceeded 50 percent of the hour,  $L_{25}$  is the level exceeded 25 percent of the hour, etc.

Community Noise Equivalent Level (CNEL) measurements are a weighted average of sound levels gathered throughout a 24-hour period. This is essentially a measure of ambient noise.

The City has established Standard Construction Specifications as published in May 2004 (City of Folsom 2004). The standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City. Standards regarding the noise environment are summarized below.

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

### *Evaluation of Noise*

#### **Questions a – d:**

##### *Construction Noise*

Construction of the Parkway Village H1 and H2 Subdivision project would increase noise levels in the vicinity during the construction period and the duration of construction is unknown.

Construction activities would be considered an intermittent noise impact throughout the construction period of the project, and would vary in their effects on sensitive receptors, depending on the presence of intervening barriers or other insulating materials. Sensitive receptors in the vicinity of the project site include residents on Silberhorn Drive south and west of the project site, residents north of the project site, and the Empire Oaks Elementary School approximately 0.25 mile east of the project site. Although construction activities would likely occur only during daytime hours, construction noise could still be considered disruptive to local residents. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays. Additionally, the City's Standard Construction Specifications prohibit construction during weekends or holidays.

Construction activities would be temporary, and limited to a period of time where noise sensitivity is at its lowest. Due to the distance to the school from the project site, construction noise would not be expected to result in unacceptable noise levels. . Construction of the proposed residential project would be consistent with a legally adopted standard to protect the



environment; no significant impacts from construction noise would occur, and no mitigation would be necessary.

### Operational Noise

The noise environment in the area of the project site is dominated by low-level intermittent traffic noise from vehicles on adjacent streets, such as Silberhorn Drive and other minor residential roads. Golf Links Drive is an arterial roadway approximately 0.1 mile east of the project site, and East East Natoma Street is a major arterial roadway approximately 0.2 mile east of the project site. The high level of traffic on Natomas Drive, and vehicular traffic on Golf Links Drive are nearby sources of noise that contribute to the site's overall noise environment. Nearby playgrounds, such as the Empire Oaks Elementary School approximately 0.25 mile east of the project site, may contribute to the noise environment of the area. There are no existing noise sources on the project site.

With implementation of the project, noise generated on the site would be associated with residential uses. Additional traffic, residents using the area, and standard landscaping maintenance activities would produce noise from new sources. Traffic levels on Silberhorn Drive, and the adjacent arterial roads, would increase minimally as a result of the project (see Section XVI, Transportation/Traffic), vehicle trips are estimated at 29 trips during peak hours,. Traffic noise levels along that portion of Silberhorn Drive would be expected to increase over existing conditions as a result of the residents entering and leaving the project site; however, the majority of vehicle travel would be routed to Golf Links Drive and East East Natoma Street, and not through the adjacent neighborhoods. With adherence to the City of Folsom's Noise Ordinance, implementation of the Parkway Village H1 and H2 Subdivision project would result in acceptable levels of noise for the interior and exterior residential land uses, and would be a less-than-significant impact therefore no mitigation would be necessary.

The proposed project will develop residential structures set back approximately 40 feet or more from the nearest roadway, Silberhorn Drive. The other noise sources in the area, East Natoma Street and Golf Links Drive, are 0.2 mile, and 0.1 mile east of the project site, respectively. The DEIR for the Parkway Development Project identified traffic noise levels along East Natoma Street's busiest intersection (East Natoma Street and Blue Ravine Road) to achieve noise levels of 60 dBA at approximately 300 feet from the roadway centerline in 2010 with implementation of the Parkway Development Project. The Parkway Village H1 and H2 Subdivision project will be approximately 550 feet from East Natoma Street at a less traffic-dense segment of roadway; therefore, even with traffic increases beyond those uses in the traffic noise study for the DEIR, the residents at Parkway Village H1 and H2 Subdivision would not be expected to experience

unacceptable levels of traffic noise from East Natoma Street. The set back of the residential development from local noise sources would result in less-than-significant noise impacts to residents at the Parkway Village H1 and H2 Subdivision project.

Because implementation of the proposed project would not significantly increase operational noise levels, expose land uses near the proposed project to adverse levels of noise, or expose future residents to unacceptable noise levels, this would be a less-than-significant impact.

**Question e, f:** Since the project site is not located in an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project area, the residents of Parkway Village H1 and H2 Subdivision project would not be exposed to adverse levels of noise due to aircraft overflight. Thus, no impact would occur, and no mitigation would be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIII. POPULATION AND HOUSING**

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would construct multifamily residences in an area currently designated in the Folsom Municipal Code for single family residential; however, the project would be in compliance with the overall density of the adopted Parkway Site Specific Plan.

*Evaluation of Population and Housing*

**Question a:** Implementation of the project would result in the construction of 56 individual residential units; existing infrastructure and roads in the area would not be extended or otherwise affected. The proposed project would increase the available housing, which would be expected to increase population in the area; however, the increase in housing is consistent with the General and Specific Plans. The proposed project; therefore, would not induce substantial growth in the City of Folsom. The impact would not be significant and no mitigation would be required.

**Questions b, c:** The proposed project would affect a currently undeveloped site that has been designated for residential land uses. There are no existing residences on the project site; therefore, neither housing units nor people would be displaced, and no replacement housing would be required. There would be no impact, and no mitigation would be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIV. 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:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project is in an area currently served by urban levels of all utilities and services. The following public services are provided to the site:

Public services provided by the City of Folsom in the project area include domestic water, wastewater treatment, storm water drainage, solid waste disposal, and fire, police, school, library, and park services. Private utilities include electric, gas, telephone, and cable conversion services.

The City of Folsom has a program of maintaining and upgrading existing utility and public services within the City. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes.

*Evaluation of Public Services*

**Questions a, b, c, d, e:** The project site is within the urban area of Folsom, and is part of a larger planned development (Parkway Development at Blue Ravine). Public services have been provided through buildout of the Parkway Site Specific Plan. The proposed project would not result in a significant increase in service demands or render the current service levels to be inadequate, no new public facilities would be necessary to serve the proposed project. The impact of the project would be less than significant, and mitigation would not be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XV. RECREATION**

Would the project:

a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. Several parks are in the vicinity of the project site: Hazel McFarland Park is located approximately 0.4 mile northeast of the project site, north of Empire Oaks Elementary School; Beacon Hill Park is approximately 0.4 mile south of the project site; and Phillip C. Cohn Park and Folsom Kids Play Park are approximately 0.5 mile west of the project site. Additional Tot Lots and Mini Parks are throughout the Parkway at Blue Ravine and Lexington Hills neighborhoods (City of Folsom 2010).

The Humbug-Willow Creek Parkway north of the project site provides recreational opportunities through its network of trails.

*Evaluation of Recreation*

**Question a:** The 56 residential units would not result in a substantial population increase in relation to the overall City of Folsom population; therefore, the project would not result in a substantial increase in the use of demand for neighborhood or regional parks, or other recreational facilities. The impact of the project would be less than significant, and mitigation would not be necessary.

**Question b:** The proposed project would not include recreation facilities, nor require the construction or expansion of recreational facilities that might have an adverse impact on the environment. There would be no impact, and mitigation would not be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVI. TRANSPORTATION/TRAFFIC**

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The transportation and traffic discussed presented below is based upon the technical analysis outlined in the Parkway Village H1 and H2 Subdivision Draft Traffic Impact Analysis (Fehr & Peers 2014) prepared for the proposed project. Refer to **Figure 8** in Attachment A for the Traffic Circulation Plan.

## Access and Parking

Regional access to Parkway Village H1 and H2 from Interstate 50 would be via East Bidwell Street. From East Bidwell Street, the project site can be accessed via Broadstone Parkway to Golf Links Drive, to Silberhorn Drive, or Scholar Way to Silberhorn Drive. All access to the project site would be through Silberhorn Drive. Parking would be provided in 112 garage parking spaces, and 56 open parking spaces for a total of 168 parking spaces. Additional off-site parking spaces (7) would be provided along the north side of Silberhorn Drive. Emergency access would be provided via the driveways accessing Silberhorn Drive.

A brief description of each of the key roadways in the project vicinity, and their access to the project site is provided below:

U.S. Highway 50. U.S. 50 is an east-west freeway that extends from the Interstate 80 (I-80) junction in West Sacramento to Canal Street in the City of Placerville where it continues as a highway across the Sierra Nevada to South Lake Tahoe and Nevada. West of Sunrise Boulevard, it is an eight lane freeway. Between Sunrise Boulevard and Folsom Boulevard it has six mixed flow lanes and two High Occupancy Vehicle (HOV) lanes. Between Folsom Boulevard and El Dorado Hills Boulevard, U.S. 50 has four mixed flow lanes and two HOV lanes. East of El Dorado Hills Boulevard, it has four mixed flow lanes.

East Bidwell Street. East Bidwell Street is northwest-southeast arterial that extends from Riley Street to U.S. 50, where it becomes Scott Road. It is a four lane urban arterial between Riley Street and Oak Avenue Parkway. It is a five lane urban arterial between Oak Avenue Parkway and Clarksville Road – Scholar Road. It is a six lane arterial between Clarksville Road – Scholar Road and U.S. 50. It provides access to Interstate 50 south of the project site, and access to Riley Street which provides connectivity over the American River and through the City of Folsom’s historic downtown and business district. Blue Ravine Road. Blue Ravine Road is a southwest/northeast arterial that extends from Folsom Boulevard to East East Natoma Street, where it becomes Green Valley Road. It is a six lane arterial between Folsom Boulevard and Prairie City Road. It intersects East Bidwell Street west of the project site, and it continues north of the project site. Silberhorn Drive can be accessed from Blue Ravine Road northwest of the project site via Parkway Drive, to Pond View Drive, to Prewitt Drive. Prewitt Drive intersects Silberhorn Drive approximately 0.4 mile southwest of the project site.

Oak Avenue Parkway. Oak Avenue Parkway is a north-south arterial that extends from Willow Creek Drive to Iron Point Road. It is a four lane urban arterial between Willow Creek Drive and Blue Ravine Road. It is a six lane urban arterial between Blue Ravine Road and Riley Street. It is a four lane urban arterial between Riley Street and Iron Point Road. Silberhorn Drive can be

reached from Oak Avenue via Lexington Drive. Lexington Drive intersects Silberhorn Drive approximately 0.75 mile southwest of the project site.

East East Natoma Street. East East Natoma Street is an arterial that generally runs east-west through the City of Folsom. It provides connectivity between Empire Ranch Road east of the project site, and Blue Ravine Road north of the project site, and through the City of Folsom’s historic downtown and business district. Silberhorn Drive can be accessed from East East Natoma Street east of the project site via Golf Links Drive. Golf Links Drive intersects Silberhorn Drive approximately 0.2 mile east of the project site.

### Trip Generation

As calculated by the City engineering staff using the Institute of Transportation Engineers (I.T.E.) Trip Generation Manual, the expected traffic volume generated by the project is estimated to be 29 peak hour trips (**Table 9**).

**Table 9. Estimated Trip Generation for Condominiums based on Dwelling Units**

Use	Trip Generation Rates				
	Quantity	Unit	Code	Daily Rate	PM Peak Rate
Condominium	56	Du	230	325	29

Source: Institution of Traffic Engineers, Trip Generation 9th Edition, provided by City of Folsom on March 19, 2013.

### Trip Generation Comparison

The trip generation estimate for the proposed project was compared to trip generation estimates of the existing zoning and the original project that was planned for the project site. The existing zoning will allow up to 37 single family dwelling units. Originally, the plan for the project site included 16 single family dwelling units. **Table 10** shows the trip generation estimates for the project site alternatives based on ITE trip generation rates.

Scenario	Land Use (ITE Code)	Size <sup>1</sup>	Rates <sup>2</sup>			Trips						
			Daily	AM	PM	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Proposed Project	Condominiums (230)	56 du	5.81	0.44	0.52	325	25	4	21	29	19	10
Existing Zoning	Single Family Residential (210)	37 du	9.52	0.75	1.00	352	28	7	21	37	23	14
Original Planned	Single Family Residential (210)	16 du	9.52	0.75	1.00	152	12	3	9	16	10	6



**TABLE 10  
PROJECT TRIP GENERATION COMPARISON**

Scenario	Land Use (ITE Code)	Size <sup>1</sup>	Rates <sup>2</sup>			Trips						
			Daily	AM	PM	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Project												
Notes: 1. du = dwelling units 2. Condominiums (230): AM trips entering = 17%, exiting = 83%, PM trips entering = 67%, exiting = 33%; Single Family Residential (210): AM trips entering = 25%, exiting = 75%, PM trips entering = 63%, exiting = 37% <b>Bold</b> indicates unacceptable operations. Source: Fehr & Peers, 2014												

As shown in Table 10, the existing zoning would generate 27 more daily trips, 3 more AM peak hour trips, and 8 more PM peak hour trips than the proposed project. The original planned project would generate less daily, AM peak hour, and PM peak hour traffic than the proposed project.

### Trip Distribution

Project generated traffic was distributed to the surrounding roadway network based on existing travel patterns and the locations of nearby complimentary land uses. Existing traffic volumes at the study intersections were used to determine the trip distribution, as well as analysis of the project land uses and travel patterns using a modified version of SACOG’s SACMET Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) travel demand model. A select zone analysis was performed to determine the model’s estimated travel patterns. The following distribution of project trips was used for the construction year analysis:

- 43 percent travel to/from the north on Golf Links Drive
- 14 percent travel to/from the south on Golf Links Drive
- 14 percent travel to/from the west on Prewett Drive
- 29 percent travel to/from the south on Silberhorn Drive

The MTP/SCS for the Sacramento region includes roadway improvements that are expected to be built by the year 2035. These improvements include a new interchange on US 50 at Empire Ranch Road southeast of the project site. This improvement was assumed to be in place for the

cumulative (2035) conditions analysis, and will change travel patterns for project area traffic. The following distribution of project trips was used for the cumulative conditions analysis:

- 38 percent travel to/from the north on Golf Links Drive
- 19 percent travel to/from the south on Golf Links Drive
- 14 percent travel to/from the west on Prewett Drive
- 29 percent travel to/from the south on Silberhorn Drive

### Traffic Volume Forecasts

The construction year for the project was assumed to be in five years (2019). Construction year (2019) traffic volume forecasts were developed using straight line interpolation between existing (2014) traffic volumes and cumulative conditions (2035) traffic volumes. This method results in a 13 percent increase in AM peak hour traffic on Golf Links Drive by 2019. This increase would represent an annual traffic growth of about 2.5 percent, which is conservative (i.e., on the high side) when compared to recent population growth trends that average about one percent per year.

### Construction Year No Project Intersection Operations

Peak hour intersection level of service analysis was performed using Synchro 8 software. **Table 11** shows the level of service results at the study intersections.

<b>TABLE 11 INTERSECTION LEVEL OF SERVICE – CONSTRUCTION YEAR (2019) NO PROJECT CONDITIONS</b>					
<b>Intersection</b>	<b>Control<sup>1</sup></b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
		<b>Delay<sup>2</sup></b>	<b>LOS</b>	<b>Delay<sup>2</sup></b>	<b>LOS</b>
1. Silberhorn Drive/Golf Links Drive	SSSC	4 <b>(48)</b>	A <b>(E)</b>	4 <b>(39)</b>	A <b>(E)</b>
2. Silberhorn Drive/Prewett Drive	AWSC	8	A	8	A

Notes:

1. SSSC = Side Street Stop Control; AWSC = All Way Stop Control
2. For all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side street stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection (worst movement). All results are rounded to the nearest second.

**Bold** indicates unacceptable operations.  
Source: Fehr & Peers, 2014

As shown in Table 11, the side street movement (eastbound left-turn) of the Silberhorn Drive/Golf Links Drive intersection is expected to operate at unacceptable LOS E during the AM and PM peak hours. The increase in delay at the Silberhorn Drive/Golf Links Drive intersection is due primarily to the increase in traffic on Golf Link Drive, about 130 vehicles in the AM peak hour. The Silberhorn Drive/Prewett Drive intersection would operate acceptably during the AM and PM peak hours.

### Construction Year Plus Project Intersection Operations

Project generated traffic volumes were added to the construction year no project traffic volumes for construction year plus project intersection level of service analysis. **Table 12** shows the level of service results.

<b>TABLE 12 INTERSECTION LEVEL OF SERVICE – CONSTRUCTION YEAR (2019) PLUS PROJECT CONDITIONS</b>									
<b>Intersection</b>	<b>Control<sup>1</sup></b>	<b>Construction Year No Project</b>				<b>Construction Year Plus Project</b>			
		<b>AM Peak</b>		<b>PM Peak</b>		<b>AM Peak</b>		<b>PM Peak</b>	
		<b>Delay<sup>2</sup></b>	<b>LOS</b>	<b>Delay<sup>2</sup></b>	<b>LOS</b>	<b>Delay<sup>2</sup></b>	<b>LOS</b>	<b>Delay<sup>2</sup></b>	<b>LOS</b>
1. Silberhorn Drive/Golf Links Drive	SSSC	4 <b>(48)</b>	A <b>(E)</b>	4 <b>(39)</b>	A <b>(E)</b>	5 <b>(53)</b>	A <b>(F)</b>	4 <b>(41)</b>	A <b>(E)</b>
2. Silberhorn Drive/Prewett Drive	AWSC	8	A	8	A	8	A	8	A

Notes:

- SSSC = Side Street Stop Control; AWSC = All Way Stop Control
- For all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side street stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection (worst movement). All results are rounded to the nearest second.

**Bold** indicates unacceptable operations.  
Source: Fehr & Peers, 2014

As shown in Table 12, the side street movement (eastbound left-turn) of the Silberhorn Drive/Golf Links Drive intersection is expected to operate at LOS E without the project during the AM and PM peak hours. During the AM peak hour, the project traffic would exacerbate (or add more than five seconds of delay) to LOS E operations at the Silberhorn Drive/Golf Links Drive intersection. The delay for the eastbound left turn at the intersection will increase by 5.7 seconds with the addition nine vehicles from the project in the AM peak hour.

## Cumulative Plus Project Intersection Operations

Project generated traffic volumes were added to the cumulative no project traffic volumes for cumulative plus project intersection level of service analysis. **Table 13** shows the level of service results.

Intersection	Control <sup>1</sup>	Cumulative No Project				Cumulative Plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS
1. Silberhorn Drive/ Golf Links Drive	SSSC	9 <b>(170)</b>	A <b>(F)</b>	26 <b>(387)</b>	D <b>(F)</b>	12 <b>(203)</b>	B <b>(F)</b>	29 <b>(418)</b>	D <b>(F)</b>
2. Silberhorn Drive/ Prewett Drive	AWSC	8	A	8	A	8	A	8	A

Notes:

- SSSC = Side Street Stop Control; AWSC = All Way Stop Control
- For all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side street stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection (worst movement). All results are rounded to the nearest second.

**Bold** indicates unacceptable operations.  
Source: Fehr & Peers, 2014

As shown in Table 13, the side street movement (eastbound left-turn) of the Silberhorn Drive/Golf Links Drive intersection is would operate at LOS F without the project during the AM and PM peak hours. The addition of project traffic would exacerbate operating conditions by increasing the delay by more than five seconds during the AM or PM peak hours.

A peak hour signal warrant analysis was performed based on the cumulative no project conditions and cumulative plus project conditions traffic volumes at the Silberhorn Drive/Golf Links Drive intersection (**Table 14**).

**TABLE 14  
PEAK HOUR SIGNAL WARRANT ANALYSIS – SILBERHORN DRIVE/GOLF LINKS  
DRIVE**

Scenario	Warrant Met?	
	AM Peak Hour	PM Peak Hour
Cumulative No Project	No	Yes
Cumulative Plus Project	Yes	Yes

Source: Fehr & Peers, 2014

### Traffic Calming Evaluation

Travel speed survey data were collected at two locations on Silberhorn Drive (approximately 400 feet north of Morningside Drive and 300 feet north of Prewett Drive). The 85<sup>th</sup> percentile speed at the location north of Morningside Drive is 37 mph and the 85<sup>th</sup> percentile speed at the location north of Prewett Drive is 33-34 mph (depending on direction). These measured speeds exceed the posted speed limit of 25 mph at both locations.

The proposed project includes incorporation of the following traffic calming measures to Silberhorn Drive between Morningside Drive and Trowbridge Lane to address travel speeds, pedestrian and bicycle connectivity, on-street parking (**Figure 8**).

- Crosswalk at the entrance to the Class I bike path.
- Seven on-street parking stalls on the north side of Silberhorn Drive east and west of the Class I bike path.
- Center island median located between Trowbridge Lane and the west driveway of the proposed project (developed with pavement striping and a raised median).
- Class II bike lanes on east and westbound Silberhorn Drive.

These features will have speed reduction affects associates with the lane narrowing and subtle transitions (i.e., slight travel lane shift north-to-south) created to develop the on street parking and due to the addition of the center island median. Traveling eastbound, the travel lanes would transition from 14 feet to 12 feet to 14 feet to 11 feet to 12 feet. Traveling westbound, the travel lanes would transition from 12 feet to 11 feet to 14 feet to 12 feet to 14 feet.

Implementation of similar measures has demonstrated a seven percent reduction in 85<sup>th</sup> percentile travel speeds. North of Morningside Drive, this would represent a reduction in 85<sup>th</sup> percentile speed of about 3 mph. With the traffic calming measures concentrated just northeast of Trowbridge Lane, the speed reduction created by the traffic calming measures would result in reduced speeds for vehicles entering the Lexington Hills neighborhood.

### **Transportation Services**

The City maintains a network of pedestrian and bike trails throughout the city, in addition to a network of on-street bike lanes. Nearby bike lanes include the Class I Bike Paths on the Humbug-Willow Creek Parkway.

No private or public airports are located within the City of Folsom. The nearest public airfield is Mather Airport, located approximately 12 miles from the project site. No private airports are located within 10 miles of the city.

### **Emergency Access**

The City of Folsom identifies most major streets in the city as emergency evacuation routes. No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route.

### *Evaluation of Transportation/Traffic*

**Questions a, b:** Implementation of the proposed project would result in an increase in traffic on Silberhorn Drive and the intersection at Golf Links Drive; however, the project will result in a relatively small increase in trips generated in the area in relation to the capacity of nearby streets. The project would not conflict with City street operational standards, or result in a substantial increase in traffic congestion.

As shown in Table 14, the peak hour signal warrant is met under cumulative conditions during the PM peak hour with and without the project. The addition of 15 trips during the AM peak hour (less than one percent of the total traffic through the intersection), would satisfy the peak hour volume warrant.

This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the *California Manual on Uniform Traffic Control Devices*. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full

set of warrants should be investigated based on field-measured, rather than forecasted, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The City of Folsom may consider undertaking regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

**Question c:** No private or public airports are located within the City of Folsom. The nearest public airfield is Mather Airport, located approximately 12 miles from the proposed project. No private airports are located within 10 miles of the city. The proposed project would not result in modification to any air travel route. There would be no impact, and no mitigation would be required.

**Question d:** The proposed project would construct two new driveways accessing Silberhorn Drive. Silberhorn Drive is currently a residential roadway with driveways directly accessing the street. Although the proposed project would modify Silberhorn Drive by introducing additional access points and traffic calming measures, the proposed project is consistent with the surrounding land uses and access. The project would not require additional modification to Silberhorn Drive (e.g., alignment). Because the modifications to Silberhorn Drive would be minor and compatible with the existing use of the roadway, the project would result in a less-than-significant impact, and no mitigation would be necessary.

**Question e:** Consistent with the City of Folsom's Multi-Hazard Emergency Management Plan, the City maintains pre-designated emergency evacuation routes along major streets and thoroughfares. No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. The Preliminary Site Plan has been reviewed by the City Fire Department, and the project design has been modified in response to comments received from the Department. The plans will be approved by the Department prior to project implementation; therefore, no significant impact to fire protection would occur, and no mitigation would be necessary.

**Question f:** The project would not result in any modification of, or interference with, any pedestrian, bicycle, or transit facility. Because the project would not result in the modification of any existing facility, and would not result in any interference with such facilities, this would be a less-than-significant impact, and no mitigation would be necessary.

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVII. UTILITIES AND SERVICE SYSTEMS**

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Utilities providers at the project site include PG&E for gas, SMUD for electricity, and the City of Folsom for solid waste disposal. Water and sewer on the project site will be privately owned, but will tie into City of Folsom water and sewer facilities. Stormwater drainage facilities on the project site will be constructed to direct flows to the existing privately-owned water quality retention basins off of the project site.



The City of Folsom employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans. The City of Folsom coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water, sewer, telephone, gas, electricity, and cable television lines. Based on the results of an initial request for comments from the utility providers, all utility services are able to accommodate the proposed project.

#### *Evaluation of Utilities and Service Systems*

**Questions a, b, e:** The City of Folsom is responsible for managing and maintaining its wastewater collection system, including 267 miles of pipeline and nine lift stations. This system ultimately discharges into the Sacramento Regional County Sanitation District interceptor sewer system. Wastewater is treated at the Sacramento Regional Wastewater Treatment Plant, located in Elk Grove (Sacramento County SRCSD 2010).

In compliance with the 2006 State Water Resources Control Board (SWRCB) General Waste Discharge Requirements for Sanitary Sewer Systems, the City of Folsom adopted a Sewer System Management Plan on July 28, 2009. The plan outlines how the municipality operates and maintains the collection system, and the reporting of all Sanitary Sewer Overflows (SSO) to the SWRCB's online SSO database. Because the City has sufficient capacity to accommodate any additional demand that could result from implementation of the Parkway Village H1 and H2 Subdivision project, and because the City is in compliance with statutes and regulations related to wastewater collection and treatment, there would be no impact and mitigation would not be necessary.

**Question c:** Folsom's Public Works Department handles all stormwater management issues for the City, from design and construction of the storm drain system to operation and maintenance, and urban runoff pollution prevention. Stormwater facilities will need to be expanded to tie into existing stormwater drainage facilities; 12-inch drains will be installed within the existing drainage easements to carry stormwater to the existing water quality retention basins off of the project site. Folsom's Public Works Department requires that treatment control measures be designed consistent with the Stormwater Quality Design Manual for the Sacramento and South Placer Regions dated May 2007. Prior to implementation of the project, the proposed project will provide verification to the Folsom Public Works Department that the existing water quality retention basins are water quality ponds, and not another protected feature, and will verify that there is adequate treatment capacity for the proposed development. Because the water quality ponds are privately owned, the City requires a maintenance agreement for the water quality ponds that will be recorded on the property to ensure continued long-term maintenance and

optimal performance. With implementation of these measures, environmental impacts from expanding the stormwater facilities would be less than significant and no mitigation would be necessary.

**Question b, d:** Folsom’s Water Treatment Plant has a capacity of 50 million gallons per day. According to the City of Folsom General Plan Housing Element, “The combination of treated and untreated water demands [through General Plan build-out in 2018] are not anticipated to exceed the City’s current water entitlements of 34,000 acre-feet annually (City of Folsom 2009). Because sufficient supplies are available, there would be no impact and no mitigation is necessary.

**Questions f and g:** The City of Folsom provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. In order to meet the State mandated 50 percent landfill diversion requirements stipulated under Assembly Bill AB 939, the City has instituted several community-based programs. The City offers a door-to-door collection program for household hazardous and electronic waste, in addition to six “drop off” recycling locations within the city.

After processing, solid waste is taken to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. The landfill facility sits on a site of 1,084 acres in the city of Sloughhouse. Currently 250 acres, the State permitted landfill is 660 acres in size, and is of sufficient capacity to accommodate the solid waste disposal needs of the City of Folsom. Because the landfill serving the project area is of sufficient capacity to accommodate solid waste needs, there is no impact and no mitigation would be necessary.

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur. Where prior to commencement of the environmental analysis a project proponent agrees to mitigation measures or project modifications that would avoid any significant effect on the environment or would mitigate the significant environmental effect, a lead agency need not prepare an EIR solely because without mitigation the environmental effects would have been significant (per Section 15065 of the State CEQA Guidelines):

a) Does the project have the potential to 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 significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

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

**Question a:** The preceding analysis indicates that the proposed Parkway Village H1 and H2 Subdivision project would not have a significant adverse impact on overall environmental

quality, including the potential to reduce the habitat of fish and wildlife species, or contribute to lowering 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.

**Question b:** While the project would indirectly contribute to cumulative impacts associated with increased urban development in the city and region, these impacts have previously been evaluated by the City and considered in development of the City's General Plan as set forth in this Initial Study. Cumulative impacts are also discussed in Chapter 18 of the DEIR (Jones and Stokes 1992) prepared for the Parkway Development Project. Consistent with the East Area Folsom Plan, the Parkway Development Project DEIR considers cumulative impacts as a result of the Folsom East Facilities Area, including the Russell Ranch Specific Plan (Empire Ranch Development), the Lexington Hills Development, and the Willow Creek Estates East Development. Additionally, for certain cumulative impacts, the Folsom South of U.S. Highway 50 Specific Plan was considered (AECOM et al. 2010). Information pertinent to the Parkway Village H1 and H2 Subdivision Project is summarized below. Key areas of concern are discussed in detail below.

*Evaluation of cumulative aesthetic impacts:* Implementation of the Parkway Village H1 and H2 Subdivision, with continued cumulative growth within Folsom and implementation of the East Area Folsom Plan and the Folsom South of U.S. Highway 50 Specific Plan, would contribute to the urbanization of the area because the project would involve conversion of undeveloped area surrounded by open space to developed uses. The regional landscape would continue to develop a more urban visual character than is currently experienced by viewers.

By implementing design elements consistent with the Humbug-Willow Creek Design Guidelines, and maximizing the use of existing mature oak trees in the landscaping design, the proposed project is not expected to substantially contribute to the cumulative impacts on the regional visual character. The surrounding areas are largely already developed, and the project is within an existing residential area. The proposed project would not result in significant cumulative impacts to aesthetic resources, and no mitigation measures would be needed.

*Evaluation of cumulative biological resources impacts:* Implementation of the Parkway Village H1 and H2 Subdivision, with continued growth within Folsom and implementation of the East Area Folsom Plan and the Folsom South of U.S. Highway 50 Specific Plan, would contribute to continued loss of habitat for biological resources by converting undeveloped area to developed uses.

The area has been previously cleared and graded, and the habitat previously disturbed. By implementing design elements consistent with the Humbug-Willow-Creek Design Guidelines, the development will minimize impacts on the adjacent riparian habitat and open space of the Humbug-Willow-Creek corridor. The Parkway Village H1 and H2 Subdivision project within the urban City of Folsom, and the surrounding areas are largely already developed. The proposed project would not result in significant cumulative impacts to biological resources, and no mitigation measures would be needed.

*Evaluation of cumulative noise impacts:* Noise and vibrations are localized occurrences and rapidly decrease in magnitude as the distance between the source and receptors increases; therefore, when determining whether the overall noise (and vibration) impacts from related projects would be cumulatively significant and whether the project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, only projects in the direct vicinity of the project and those that are considered influential in regards to noise and vibration would have the potential to be considered in a cumulative context with the project's incremental contribution.

The adjacent areas have largely been previously developed consistent with the City of Folsom General Plan. Projects in the vicinity of the Parkway Village H1 and H2 Subdivision project that may contribute to a cumulative noise impact include the existing Parkway Development Project, the existing and planned elements of the Empire Ranch Development. The proposed project, along with adjacent existing development and planned development in the vicinity (the East Area Folsom Plan) would contribute to increases in the overall noise environment, primarily through traffic level increases. Development of the currently undeveloped parcel east of the project site may contribute to temporary cumulative noise and vibration impacts during construction.

All projects within the City of Folsom are subject to the City of Folsom Noise Ordinance, and are considered based on the land use compatibility criteria included in the Noise Element of the General Plan. Through evaluation and mitigation consistent with the City's noise regulations, cumulative impacts would be expected to be less than significant. The proposed project would result in a less than significant substantial cumulative impact.

*Evaluation of cumulative transportation impacts:* Although the Parkway Village H1 and H2 Subdivision project is proposing a higher density residential use for the site than previously considered in the Parkway Development Project DEIR (Jones and Stokes 1992), the overall density of the Parkway Development Project would remain consistent with the planned density of the Parkway Development Project at large. Therefore, traffic generated as a result of the Parkway Village H1 and H2 Subdivision would be consistent with the cumulative impacts

identified in the DEIR, and as incorporated into the General Plan. The Parkway Village H1 and H2 Subdivision project would result in a less than significant substantial cumulative impact.

**Question c:** Because of site conditions, existing City regulation, and regulation of potential environmental impacts by other agencies, the Parkway Village H1 and H2 Subdivision project would not have the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study.

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