DRAFT MITIGATED NEGATIVE DECLARATION
MANGINI RANCH ELEMENTARY SCHOOL

Lead Agency: Folsom Cordova Unified School District

Project Proponent: Folsom Cordova Unified School District

Project Location: The proposed project is located at 14640 Sparrow Drive in the Folsom Ranch area of Folsom, south of Highway 50 and north of White Rock Road, APN 072-3370-008-0000.

Project Description: The proposed project would include construction and operation of two new buildings, a single two-story elementary school and a portable student care building. The project would include the construction of the following elements, which are generally shown in Figure 2: school building, including classrooms, cafeteria and administration; sports fields; parking lots for both staff and visitors; trenching for new utilities and utility installation; storm water infrastructure, lighting and landscaping.

Public Review Period: February 14, 2019 – March 16, 2019

Mitigation Measures Incorporated into Project to Avoid Signification Effects:

AES-1 Bare metallic or otherwise reflective surfaces such as large expanses of windows, non-finished metal roofs, light poles, pipes, vents, gutters, and flashings shall have a non-reflective finish or be concealed from view.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*

AQ-1 Cap or containment of asbestos-containing materials on the northern and eastern slopes through a Department of Toxic Substances Control approved Remedial Action Work Plan which will also include training of workers on site and methods of inspection to ensure compliance.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*
Department of Toxic Substances Control

CUL-1 If, during construction, human remains are uncovered, work shall be halted or diverted in the immediate area while a qualified archaeologist, coroner, and or Native American representative evaluates the find and makes recommendations pursuant to CEQA Guidelines Section 15064.5(e). This language shall be included in construction documents for the project.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*

HAZ-1 Cap or containment of asbestos-containing materials on the northern and eastern slopes through a Department of Toxic Substances Control approved Remedial Action Work Plan which will also include training of workers on site and methods of inspection to ensure compliance.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*
Department of Toxic Substances Control

CONTENTS

1.0 BACKGROUND

1.1 Summary

PROJECT TITLE: Mangini Ranch Elementary School

LEAD AGENCY: Folsom Cordova Unified School District
1965 Birkmont Drive
Rancho Cordova, CA 95742
916-294-9010 • FAX 916-294-2471

CONTACT: Geri Wickham, Program Manager
916-294-9010

PROJECT LOCATION: The proposed project is located at 14640 Sparrow Drive in the Folsom Ranch area of Folsom, south of Highway 50 and north of White Rock Road, APN 072-3370-008-0000.

GENERAL PLAN DESIGNATION: School

ZONING: "SP-PQP" Public and Quasi-Public Facility

1.2 INTRODUCTION

The purpose of this report is to ensure that the proposed project complies with the environmental review and mitigation requirements of the California Environmental Quality Act or CEQA. The CEQA statues are located in Public Resources Code, Section 21000 et seq. and the State CEQA Guidelines (14 CCR 15000 et seq.) CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The Folsom Cordova Unified School District (hereinafter District) is the lead agency for this CEQA review.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant affect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an environmental document. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less-than-significant effect, a Mitigated Negative Declaration shall be prepared. If the agency determines that even with the incorporation of mitigation measures the project will still result in significant and unavoidable impacts, then an Environmental Impact Report (EIR) shall be prepared to analyze the project at hand.

The purpose of CEQA is to identify, disclose and to the extent feasible mitigate any significant physical environmental effects of a proposed project. CEQA focuses on physical environmental effects and does not generally review social or economic effects unless such effects result in a physical environmental impact. Section 21060.5 of the CEQA Statutes defines "Environment" as the "physical conditions which

exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance."

The Folsom Cordova Unified School District (District) is headquartered in Rancho Cordova, California and serves Folsom, Rancho Cordova, and most of the Mather communities. There are 34 separate schools, including an adult education program. Mangini Ranch Elementary School will be the first of five new elementary schools built to serve the new community of Folsom Ranch in Folsom south of Highway 50.

1.3 PROJECT LOCATION

The proposed project is located at 14640 Sparrow Drive in the Folsom Ranch area of Folsom, south of Highway 50 and north of White Rock Road.

1.4 SURROUNDING LAND USES/ENVIRONMENTAL SETTING

Land uses surrounding the campus are low density residential and parks and open space. Sparrow Drive and Sawyer Way provide the main and secondary entrances to the campus. To the north of the site, across Mangini Parkway are single family units along Mangini Parkway. To the west of the site is vacant land which is designated for a future community park. To the south and east of the site are single family units. Figure 1 shows the general location of the site.

FIGURE 1: PROJECT LOCATION
MANGINI RANCH ELEMENTARY SCHOOL
FOLSOM, CA

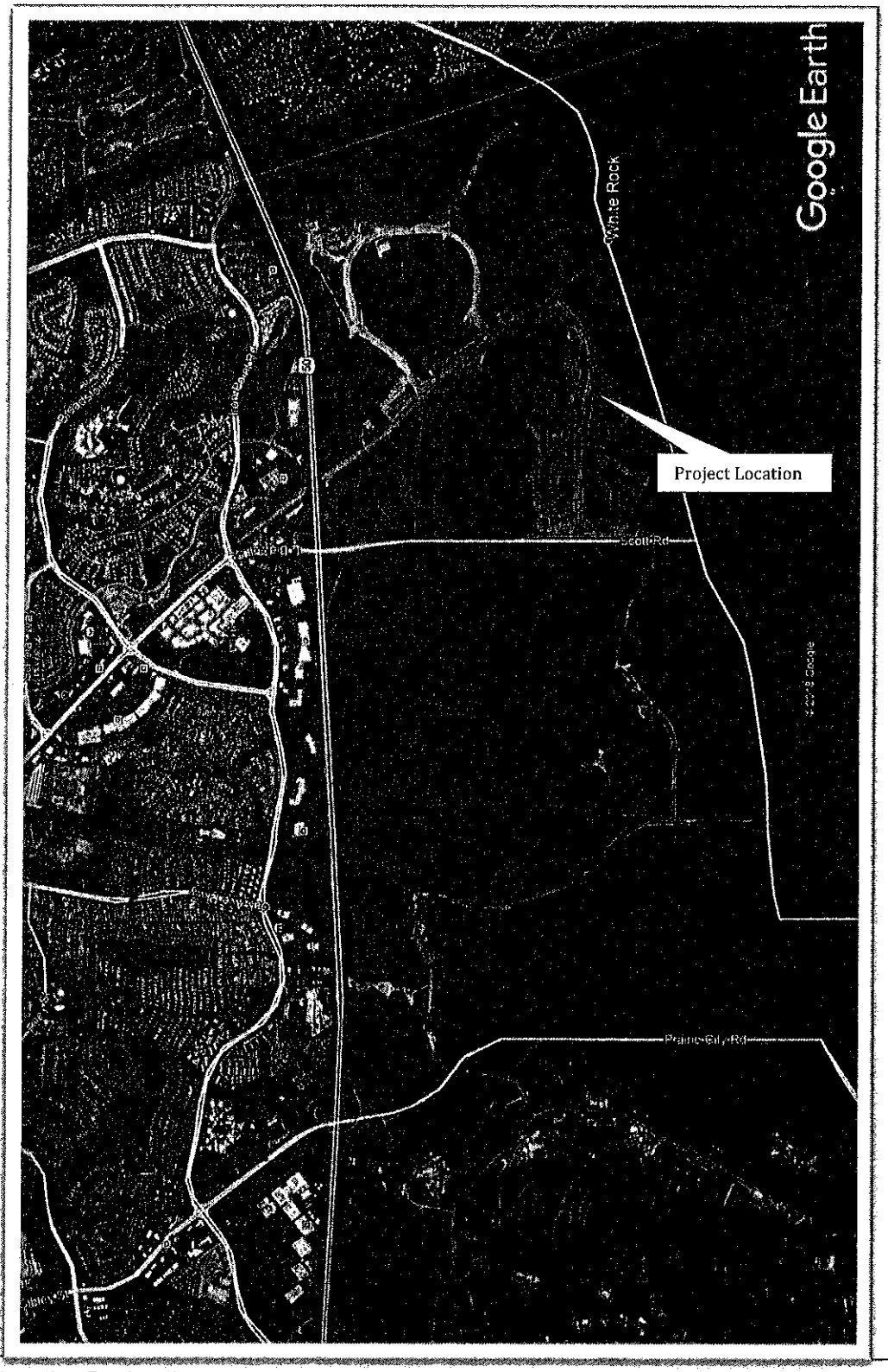
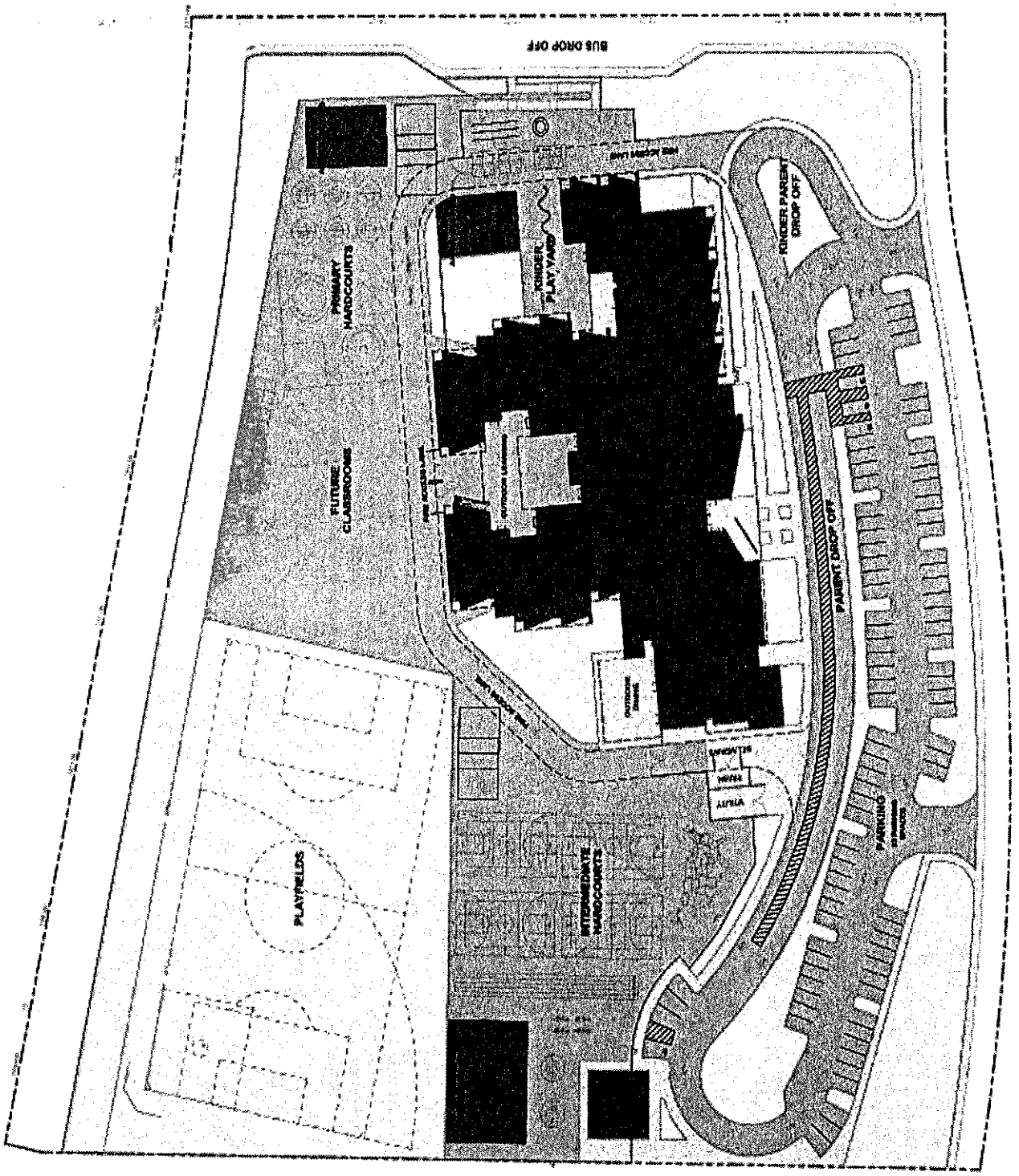


FIGURE 2: PROJECT SITE PLAN



2.0 PROJECT DESCRIPTION

2.1 Project Background

In 2001, the Sacramento Local Agency Formation Commission approved the city's application to expand its sphere of influence area to the Folsom Plan Area with the condition that a comprehensive planning process would take place to ensure the area is efficiently served, its valuable natural resources protected and that "piecemeal" development is avoided.

Over the years, the city hosted dozens of visioning sessions and outreach meetings with hundreds of community members, property owners, city officials, outside agencies and other interested stakeholders to plan the area's evolution. The result was a series of five possible development scenarios, which were reviewed by the Folsom City Council on January 25, 2005. From there, the Plan Area land use plan continued to undergo refinements, and evolved into the land plan adopted by the City Council in 2011 along with a joint Environmental Impact Report and Environmental Impact Statement as required by law.

The 3,520-acre area is now called Folsom Ranch. Over the years, this area of the city has also been called the Folsom Plan Area Specific Plan (FPASP) and the Development South of 50. The Specific Plan has reserved five elementary, one middle and one high school site to serve the future residents. This document will cover the first elementary school to be constructed in the new development.

2.2 Project Description and Characteristics

The proposed project would include construction and operation of two new buildings, a single two-story elementary school and a portable student care building. The project would include the construction of the following elements, which are generally shown in Figure 2: school building, including classrooms, cafeteria and administration; sports fields; parking lots for both staff and visitors; trenching for new utilities and utility installation; storm water infrastructure, lighting and landscaping.

The school capacity would be 663 students, with anticipated enrollment at school opening of 250 students. The school would also include a total of approximately 30 staff, including instruction, administration, and maintenance staff.

The project will be designed per the Division of State Architect requirements. In addition to a school building, the project would include recreation facilities in the western portion of the project site. Such facilities would include a soccer field and other play structures/shaded areas across the campus.

Circulation and Parking: Project ingress and egress points would be available from Sparrow Drive, as well as Sawyer Way. The project would include a parking lot with a substantial student drop off loop. Parking would be available to staff, parents, and visitors to the site. The parking lots would have one access point from Sparrow Drive and another from Sawyer Way.

Storm Water and Utilities: The project site is currently undeveloped. As such, the project would require the installation of utilities and storm water facilities. These facilities would be developed in tandem with the Folsom Ranch development and the proposed utilities would connect to the appropriate service providers. The project would include the installation of sanitary sewer lines, domestic water lines, fire lines, and storm drainage utilities. All utility installation would be below ground in utility trenches.

2.3 Project Construction Timing

Project construction would take approximately 14 months. Construction activities would generally take place between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 7:00 p.m. on weekends, in accordance with the City of Folsom construction noise requirements. The proposed project also includes an erosion control plan to control erosion, sedimentation and run off during construction and to comply with the National Pollution Discharge Elimination System.

Construction activities would incorporate site preparation activities, trenching for utilities, necessary excavation and grading, pavement and concrete walkways, and building construction activities such as laying foundation and constructing retaining walls. Construction equipment would include excavators, backhoes, bobcats, forklifts, compactors, concrete mixers and pump, scrapers, front loaders, jack hammers, pile drivers, and electric lifts. Construction vehicles would access the site via the existing Mangini Parkway and Sparrow Drive. The project does not include the construction of any new roads in the project area.

2.4 Regulatory Requirements, Permits and Approvals

The following approvals and regulatory permits would be required for the implementation of the Proposed Project.

Lead Agency Approval

The District is the lead agency for the proposed project. In order to approve the proposed project, the FCUSD Board of Education (Board) must first adopt the IS/MND, approve the proposed project, and file a Notice of Determination (NOD) within five working days. The Board will consider the information contained in the IS/MND in making its decision to approve or deny the proposed project. The IS/MND is intended to disclose to the public the Proposed Project's details, analyses of the Proposed Project's potential environment impacts, and identification of feasible mitigation that will reduce potentially significant impacts to less than significant levels.

Other agency approvals include:

- Construction general permit from the State Water Resources Control Board (SWRCB)
- Project plan approval from the California Department of Education, School Facilities Planning Division
- Project plan approval from the California Department of General Services, Division of the State Architect

2.5 Relationship of Project to Other Plans and Projects

2.5.1 City of Folsom General Plan 2035

The City of Folsom General Plan 2035 is the primary document governing land use development in the city. The General Plan 2035 was adopted in August 2018. The City's General Plan includes numerous goals and policies pertaining to sustainability; land use; circulation; community design; downtown; economic development; housing; parks, public facilities, and services; open space and environment; cultural resources and historic preservation; safety; and noise. Public schools in the state of California are considered state property and are therefore not subject to a local jurisdiction's General Plan.

2.5.2 Folsom Plan Area Specific Plan

The Project site is located within the 3,520 acre Folsom Plan Area Specific Plan (FPASP). The FPASP permits the construction of approximately 11,461 residential units developed across a broad range of residential types including single family detached homes, duplexes and patio homes as well as a range of multi-family residential housing types including townhomes, apartments, condominiums, and live/work studios. The FPASP also provides a variety of retail and wholesale commercial, light industrial and office based land uses that will provide local jobs and contribute to the city's jobs/housing balance. In addition to residential and commercial uses, the Plan Area also provides a substantial number of parks, schools and other important community-serving uses as well as a significant amount of open space.

A vital component of the Plan Area circulation system is the dedicated transit corridor that runs the entire breadth of the Plan Area from Prairie City Road, at the western Plan Area boundary, to the intersection of White Rock Road and Savannah Parkway at the southern boundary of the Plan Area. This corridor will "link-up" with the regional transit network envisioned by the Sacramento Regional Transit District and provide future high speed transit travel between the Plan Area and designations throughout the region, offering another opportunity to reduce vehicle miles traveled.

The FPASP planning principles, objectives and policies set the stage for the orderly and systematic development of the Plan Area. The development standards and regulations contained in the plan provide the framework for the location, type and area of individual land uses; the allowed densities and building setbacks within each land use designation; and the location and size of streets, water lines, and other infrastructure improvements.

The Plan Area includes a balanced approach to urban development by protecting its physical beauty while satisfying the ongoing needs of the city and its residents. The FPASP offers a diverse mix of residential, commercial, and public uses outlined in the land use summary on the following page. The Folsom City Council first approved the FPASP on June 28, 2011. Amendments to the FPASP were approved on the following dates:

August 26, 2014	An amendment approving the alignment and design guidelines for the future Capital Southeast Connector (Resolution No. 9420).
May 12, 2015	An amendment approving a reduction in residential area of approximately 59-acres and 240 residential dwelling units and a reduction in commercial area of approximately 59-acres and .38 million square feet of potential building area for the Plan Area relative to the Russell Ranch project (Resolution No. 9566).
September 22, 2015	An amendment approving an increase of 992 dwelling units and a decrease of approximately 82.5-acres and 1.45 million square feet of potential building area for the Plan Area relative to the Westland/Eagle project (Resolution No. 9655).
May 24, 2016	An amendment approving an increase of 394 dwelling units and a decrease of approximately 4.2-acres and 46,827 square feet of potential commercial building area for the Plan Area relative to the Hillsborough project (Resolution No. 9763).
June 28, 2016	An amendment approving an increase of 36 dwelling units and a decrease in potential commercial building area of approximately .54 million square feet for the Plan Area relative to the Folsom Heights, Broadstone Estates, and Carr Trust projects (Resolution Nos. 9785, 9787, 9789).
September 26, 2017	An amendment approving an expansion of the previously approved boundaries of the Planned District (PD) Overlay Combining District and the establishment of building coverage ratios for the SP-SF, SP-SFHD, and SP-MLD land use designations for the Plan Area (Resolution No. 10006).
March 13, 2018	An amendment approving land use changes and an increase of 124 dwelling units for the Plan Area relative to the Russell Ranch Lots 24-32 Subdivision project

(Resolution No. 10092).

In addition to approved specific plan amendments, several minor administrative modifications (MAM) to the FPASP have been approved, including the City of Folsom Community Development Department approving a MAM for the relocation of the middle/high school site (Plan Area Parcel 171) to two separate sites (Plan Area Parcels 17A and 165-A1) as a result of coordination with the Folsom Cordova Unified School District and a MAM for the Mangini Ranch Phase 2 project that makes minor refinements to street alignments and deletes a roundabout to provide more efficient and safer access to Elementary School 2 and Neighborhood Park 2 at the request of the Folsom Cordova Unified School District.

To evaluate potential environmental impacts that may result from implementation of the FPASP, a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) was prepared and certified by the Folsom City Council on June 14, 2011. Addenda to the environmental document were approved on December 11, 2012, September 22, 2015, May 24, 2016, June 28, 2016, September 26, 2017, and March 13, 2018.

The Specific Plan and the EIR/EIS, along with the Transit Master Plan, the Appendix to the City of Folsom Bikeway Master Plan, the Operational Air Quality Mitigation Plan, the Public Facilities Finance Plan, the Community Design Guidelines, the Open Space Operations and Management Plan and the Water, Sewer and Drainage Master Plans are available for review at the City of Folsom Community Development Department or online at: https://www.folsom.ca.us/city_hall/depts/community/annexation/ default.asp.

2.5.3 Folsom Cordova Unified School District School Facilities Master Plan

The purpose of the Folsom Cordova Unified School District School Facilities Master Plan is to provide a fact-based, data-driven report for District staff and the Board to make decisions related to District educational facilities that best serve the needs of all present and future students. A Facilities Master Plan is essential in planning for growth expected to occur within a school district's boundaries over the next 10 to 15 years. A Master Plan is intended to be a flexible document that will be revisited and updated periodically to serve as the framework for the construction of facilities necessary to serve as an effective district. The School Facilities Master Plan was approved in November of 2013 and is currently being updated.

2.6 Consultation with California Native American Tribe(s)

The United Auburn Indian Community Auburn Tribal Preservation Committee has submitted a written request to receive notification of the District's projects pursuant to Public Resources Code section 21080.3.1. Further information on potential Tribal Cultural Resources in the Project area is provided in Section 4.20 of this Initial Study.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 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.

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

On the basis of this initial evaluation:

[ ] I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[X] I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

[ ] I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described in the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effect that remain to be addressed.

[ ] I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in the earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

Matt Washburn — 2/6/19

Matt Washburn — Date

4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Classifications of Significance of an Impact Used in the Checklist

For each impact area, CEQA Appendix G Checklist of items is used as appropriate. Based on best available information an assessment of the significance of the impact is made in this report. The significance of impacts is categorized as follows:

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is generally required unless mitigation measures are available to reduce the impact.

"Less-than-significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-significant Impact."

"Less-than-significant Impact" applies where the project's impacts are insubstantial and do not require any mitigation to reduce impacts.

"No Impact" applies to issue areas which do not affect the project or/or the project does not affect.

4.2 Sources Consulted and Incorporated by Reference

- City of Folsom, General Plan, 1993 Update, City of Folsom.
- City of Folsom, General Plan Update 2035, https://www.folsom.ca.us/community/planning/general_plan/2035_general_plan.asp
- County of Sacramento General Plan, 2005-2030, adopted by the Board of Supervisors of the County of Sacramento, November 9, 2011. Sacramento, CA.
- Final Environmental Impact Report for the County of Sacramento General Plan, 2005-2030, certified November 9, 2011. Sacramento, CA.
- Sacramento Metropolitan Air Quality Management District, Guide to Air Quality Assessment in Sacramento County, December 2009 as revised June 2015, Sacramento, CA.
- California Governor's Office of Planning and Research. 2003. Guidelines for the Preparation and Content of the Noise Element of the General Plan.
- Draft Preliminary Environmental Assessment Report, prepared by Geocon Consultants, December, 2018.

4.3 Aesthetics

4.3.1 Environmental Setting

The subject site is located in a low density suburban area of the southern portion of Sacramento County within the City of Folsom. The site is located on undeveloped rolling terrain. There are no mature trees on the affected portion of the site where the proposed school building is to be located.

4.3.2 Aesthetics (I) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
The project site does not contain any designated scenic vistas. School development is to be timed with future residential and commercial development in the area and will be done according the City of Folsom design guidelines.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
There are no scenic highways designated within the District boundaries. There are no unusual rock outcroppings on the subject site which would be affected by the project.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
The project site will be surrounded by landscaping, including trees and other landscaping elements. The project includes buildings and landscaping as prominent visual elements, and from this standpoint, would be similar in visual character to the existing and future development in the vicinity of the project site. The school will also have open recreational areas that would create a more open visual character, when compared to existing and future development in the vicinity of the project site, which would have a higher building to site square footage ratio (or floor area ratio). Since the project would have a similar visual character relative to the existing and future development in the vicinity of the project site, the project would have a less significant impact on visual character.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
School Lighting: During night, interior and exterior lighting from the site would be visible from the surrounding area. School interior lighting would generally be turned off once the custodial staff has completed their work day. This typically occurs between 10:30 and 11:00 p.m. In addition, prior to the end of the custodial staff work day, interior lighting in only those areas where the staff would be working would be illuminated. This would reduce the amount of light originating from the Project. Exterior security lighting would be used throughout the Project site in order to facilitate pedestrian and vehicle movements. All lighting designs				

and locations would be consistent with adopted District and State school facilities standards. These standards are designed to minimize light impacts while still providing security and the necessary lighting needed to serve the students and public. Compliance with these standards would reduce the potential lighting impacts from the Project's building and exterior lighting to a less than significant level. As such, lighting impacts associated with a school use were analyzed in the City's General Plan EIR, which determined that impacts related to nighttime lighting from future development would be less than significant.

Glare: During the daytime certain building materials, such as large expanses of windows, unfinished metal or reflective finishes, may reflect sunlight resulting in a source of daytime glare. Construction techniques and building materials for the Proposed Project have not yet been determined. As such, it is not possible to ascertain if the materials would result in a glare impact. Therefore, mitigation is required to reduce the potential for glare impacts from the Proposed Project. Implementation of mitigation measure **AES-1** would reduce the potential for glare impacts to a less than significant level.

4.3.3 Mitigation Measures

AES-1 Bare metallic or otherwise reflective surfaces such as large expanses of windows, non-finished metal roofs, light poles, pipes, vents, gutters, and flashings shall have a non-reflective finish or be concealed from view.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*

4.4 AGRICULTURAL AND FORESTRY RESOURCES:

4.4.1 ENVIRONMENTAL SETTING

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS). The California Department of Conservation manages an interactive website, the California Important Farmland Finder. This website program identifies the Project site as being outside of the survey area and is therefore not considered to be agriculturally important land.

The California Department of Conservation identifies the Project site as grazing Land (2016). This site is not subject to a Williamson Act contract, and the site is zoned SP-PQP in the City of Folsom Zoning Ordinance. This zoning district was not intended for agricultural uses. The Project site contains no forest or timber resources, is not zoned for forestland protection or timber production. The entirety of the Project would occur on the existing 10.4-acre site. The Project site is not located adjacent to or within the vicinity of any farmland.

4.4.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.				X
There are no lands designated as Prime Farmlands and Farmlands of Statewide Importance shown on the CFMMP map in the vicinity of the site. The subject site is currently designated "Urban and Built-Up Lands" on the CFMMP map. Adjacent to the site, properties such as the proposed park site located to the west are designated potential "grazing lands"; however, the proposed project would not directly or indirectly affect these lands. As such, the proposed project is estimated to have a no impact on Prime Farmlands and Farmlands of Statewide Importance.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? The subject site is designated as Public/Quasi-Public ("SP-PQP") under the City of Folsom Zoning Ordinance. On the Folsom General Plan, the site is designated "School." The site is not under a Williamson Act contract nor has it been in agricultural production for more than a decade. Therefore, the project will have no impact related to conversion of lands designated under the Williamson Act or zoned to preserve agriculture.				X

Would the project:	Potentially	Less-than-	Less-than-	No

	Significant Impact	Significant with Mitigation	Significant Impact	Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
The project is not located on or adjacent to active farmlands or any lands designated for agriculture on the General. The proposed actions will not convert any existing cultivated farmlands to other uses. Therefore, the project has a less than significant impact and will not cause the conversion of farmlands.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
The project is not located on or adjacent to forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). Therefore, the project will not result in the conversion of forest lands to other uses.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
The proposed project is not located in the vicinity of either farmlands or forestry lands and as such no other impacts to such lands are expected from the project.				

4.4.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.5 AIR QUALITY

4.5.1 Environmental Setting

The Project is located in Sacramento County, California, which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). SMAQMD is the primary local agency with respect to air quality for all of Sacramento County. Sacramento County is within the Sacramento Valley Air Basin (SVAB), which also includes all of Butte, Colusa, Glenn, Shasta, Sutter, Tehama, Yolo, and Yuba Counties, the western portion of Placer County, and the eastern portion of Solano County.

The SVAB is relatively flat, bordered by mountains to the east, west, and north. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento–San Joaquin River Delta, bringing with it pollutants from the heavily populated San Francisco Bay Area. The climate is characterized by hot, dry summers and cool, rainy winters. Periods of dense and persistent low-level fog that are most prevalent between storms are characteristic of SVAB winter weather. From May to October, the region's intense heat and sunlight lead to high ozone concentrations. Summer inversions are strong and frequent, but are less troublesome than those that occur in the fall. Autumn inversions, formed by warm air subsiding in a region of high pressure, have accompanying light winds that do not provide adequate dispersion of air pollutants.

Most precipitation in the area results from air masses that move in from the Pacific Ocean during the winter months. These storms usually move from the west or northwest. More than half the total annual precipitation falls during the winter rainy season (November–February); the average winter temperature is a moderate 49 degrees Fahrenheit (°F). During the summer, daily temperatures range from 50°F to more than 100°F. The inland location and surrounding mountains shelter the area from much of the ocean breezes that keep the coastal regions moderate in temperature.

Regional flow patterns affect air quality patterns by moving pollutants downwind of sources. Localized meteorological conditions, such as moderate winds, disperse pollutants and reduce pollutant concentrations. An inversion layer develops when a layer of warm air traps cooler air close to the ground. Such temperature inversions hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground. During summer mornings and afternoons, these inversions are present over the SPA. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between reactive organic gases (ROGs) and oxides of nitrogen (NO), which results in ozone formation.

In the winter, temperature inversions dominate during the night and early morning hours but frequently dissipate by afternoon. The greatest pollution problems during this time of year are from carbon monoxide (CO) and NOX. High CO concentrations occur on winter days with strong surface inversions and light winds. CO transport is extremely limited.

The local meteorology of the project area is represented by measurements recorded at the Folsom Dam station. The normal annual precipitation, which occurs primarily from November through March, is approximately 24 inches (Western Regional Climate Center 2009). January temperatures range from an average minimum of 37.9°F to an average maximum of 53.7°F. July temperatures range from an average minimum of 60.3°F to an average maximum of 94.5°F (Western Regional Climate Center 2009). The predominant wind direction and speed is from the south-southwest at approximately 10 mph (ARB 1994).

4.5.2 Toxic Air Contaminants (Asbestos)

Under the Clean Air Act, toxic air contaminants (TACs) are airborne pollutants that may be expected to

result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health. Portions of eastern Sacramento County have areas of Naturally Occurring Asbestos (NOA) embedded in the soil. According to Special Report 192: Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California (2006), prepared by the California Department of Conservation's California Geological Survey (CGS), the site is located in an area with moderate likelihood for the presence of NOA.

GeoCon Consultants prepared an Environmental Assessment Report of the site as part of the initial planning of the school. The northeastern portion of the site is underlain by metavolcanic Gopher Ridge Volcanics and the remainder of the site is underlain by Salt Sprints Slate. Past studies of various properties in the vicinity have documented that metavolcanic rocks in the region are likely to contain NOA, while the slate is unlikely to contain NOA.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of applicable air quality plan?			X	
The City of Folsom General Plan includes the development of Folsom Ranch area, which includes this elementary school. As such, the proposed project was considered as part of the impact assessment for the city of Folsom General Plan EIR. As noted within the City of Folsom General Plan EIR discussion, growth projections as proposed within the city of Folsom General Plan are consistent with the Sacramento Area Council of Government's (SACOG's) Metropolitan Transportation Plan projections and would not conflict with the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan or result in delayed attainment of an air quality standard. In 2016, SACOG prepared an updated Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (MTP/SCS). This update further considered continued and planned growth within the city of Folsom, among other areas within the SACOG region, in developing strategies for coordinated implementation of transportation and development.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
Because the proposed project is consistent with the City of Folsom General Plan land use designations and growth anticipated as part of the Sacramento Area Council of Governments' Metropolitan Transportation Plan, and does not exceed SCAOSC thresholds of significance, the proposed project would be consistent with applicable air quality plans. Therefore, cumulative impacts would be less than significant.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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)			X	
Less than significant The SMAQMD Guide to Air Quality Assessment in Sacramento County (December 2009, as updated through June 2015) states that "if a project's emissions would be less than these levels, the project would not be expected to result in a cumulatively considerable contribution to the significant cumulative impact." Based on the CalEEMod model results for the project, the project will not exceed this threshold. Therefore, the project's very minor air quality impacts would not be cumulatively considerable.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?		X		

Construction and operation activities if not properly managed may result in the release of air-borne or friable asbestos which is considered a Toxic Air Contaminant (TAC) and if released in sufficient concentration may pose significant respiratory and lung risks. In order to reduce this impact to a less than significant level, the following mitigation is required.

Currently, the site is capped with 3 to 20 feet of engineered fill material derived from Salt Springs Slate from the adjacent future park site. The engineered fill is at least 5 feet thick over the portion of the Site underlain by metavolcanic rock, with a layer of orange geotextile fabric placed between the fill and the metavolcanic rock to serve as a warning barrier. This mitigation measure reduces the impact to less than significant for the site, excluding the northern and eastern slopes.

The northern and eastern slopes of the site contain asbestos containing materials. These slopes are considered low traffic areas and were created by the developer as the underlayment for the adjacent streets. The District is working with the Department of Toxic Substances Control on a Remedial Action Work Plan. The Plan once approved, will outline the steps necessary to cap the NOA on the slopes, training of workers on site, and the methods of inspection to ensure compliance.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?				X

The proposed project does not include any activities such that would result in objectionable odors. As such, no odor impacts are anticipated.

4.5.3 Mitigation Measures

AQ-1 Cap or containment of asbestos-containing materials on the northern and eastern slopes through a Department of Toxic Substances Control approved Remedial Action Work Plan which will also include training of workers on site and methods of inspection to ensure compliance.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*
Department of Toxic Substances Control

4.6 BIOLOGICAL RESOURCES

4.6.1 ENVIRONMENTAL AND REGULATORY SETTING

The project is located within the Folsom Specific Plan Area (SPA) which is located in the eastern portion of Sacramento County, and there are two local roadway connections into western El Dorado County. The SPA is characterized by rolling foothill topography. Elevations within the SPA range from approximately 240 feet to 800 feet above mean sea level. Historic land uses in the area include cattle ranching, farming, and mining activities, primarily gold mining. The Project site is predominantly characterized in an area of annual grassland. The portion of the school site where the proposed project will be located is currently an area of developed hardscape. There are no trees within the footprint of the proposed project seasonal wetland, freshwater seeps, swales, riparian woodland and scrub or perennial drainages.

Vegetation Communities

Annual Grassland

The Project site is composed of annual grassland. This community type is characterized by a dense cover of nonnative annual grasses interspersed with numerous species of nonnative annual forbs and native wildflowers. Characteristic grass species include ripgut brome (Bromus diandrus), soft chess (Bromus hordeaceus), Italian ryegrass (Loliummultiflorum), and medusahead (Taeniatherum caput-medusae). Common nonnative forbs include cut-leaved geranium (Geranium dissectum), Klamath weed (Hypericum perforatum), prickly sow thistle (Sonchus asper), yellow starthistle (Centaurea solstitialis), and Italian thistle (Carduus pycnocephalus). Native wildflowers observed in the annual grassland within the SPA include wild hyacinth (Triteleiahyacinthina), Ithuriel's spear (Triteleia laxa), purple owl's-clover (Castilleja exserta), valley tassels (Castilleja attenuata), harvest brodiaea (Brodiaea elegans), and Fremont's tidy-tips (Layia fremontii).

Sensitive Biological Resource Areas

There are no known sensitive biological areas or sensitive habitat on the site.

4.6.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
Special-status species are plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration. Since the school site is an existing developed area there is not anticipated to be habitat for special status species on the site, or vegetation in the footprint of the proposed project. There are no mature trees or sensitive habitat noted on the site.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional			X	

plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? .				
Less than significant. The nearest significant riparian corridor to the site is the American River Corridor on which Folsom Lake and Lake Natoma are located. Lake Natoma is located approximately 5.6 miles to the west of the site. Folsom Lake is located 7.29 miles to the north of the site. Neither of these waters would be directly or indirectly affected by the project				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
c) Has 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?			X	
Less than significant. Lake Natoma located 5.6 miles east of the site and Folsom Lake located north of the site are the nearest known jurisdictional waters of the United States in the project vicinity. Wetlands including vernal pool complexes are known to occur in Western Sacramento County. There are no vernal pools on the site which would be affected by the project.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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?				X
There are no fisheries or native wildlife nursery sites on or adjacent to the site which would be affected by the project.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
The proposed project would not conflict with any local policies protecting biological resources. No trees would be removed as part of the project.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	
There is no approved Habitat Conservation Plan (HCP) or other conservation plans that cover the affected school site. The South Sacramento County Habitat Conservation Plan covers major unincorporated areas of Sacramento County south of US 50 and does not address the City of Folsom. The proposed project therefore, does not conflict with any adopted or proposed Habitat Conservation Plan.				

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 CULTURAL RESOURCES

4.7.1 Environmental Setting

The project site is located in the southeastern portion of City of Folsom in the developing area of Folsom Ranch. The Prehistory and History Sections which follow are based on the City of Folsom General Plan Background Report Chapter 6, Open Space and Natural Resources, April 2014, City of Folsom.

Prehistory

At the time of the gold rush, the project area was occupied by the Nisenan Indians. The Nisenan peoples occupied the drainages of the Yuba, Bear, and the American Rivers from the Sacramento River on the west to the summit of the Sierra in the east. The Foothill and Hill Nisenan peoples were distinctive from the Valley Nisenan and were loosely organized into tribelets or districts with large central villages, surrounded by smaller villages. These are often referred to as winter villages by older Indians. The Nisenan (also referred to as Southern Maidu) inhabited the Folsom Area prior to large-scale European and Euroamerican settlement of the surrounding area. The basic subsistence strategy of the Nisenan was seasonally mobile hunting and gathering. Acorns, the primary staple of the Nisenan diet, were gathered in the valley along with seeds, buckeye, salmon, insects, and a wide variety of other plants and animals. During the warmer months, people moved to mountainous areas to hunt and collect food resources, such as pine nuts. Bedrock and portable mortars and pestles were used to process acorns. Nisenan settlement patterns were oriented to major river drainages and tributaries. In the foothills and lower Sierra Nevada, Nisenan located their villages in large flats or ridges near major streams. These villages tended to be smaller than the villages in the valley. Early Nisenan contact with Europeans appears to have been limited to the southern reaches of their territory. Spanish expeditions intruded into Nisenan territory in the early 1800s. In the two or three years following the gold discovery, Nisenan territory was overrun by immigrants from all over the world. Gold seekers and the settlements that sprang up to support them were nearly fatal to the native inhabitants. Survivors worked as wage laborers and domestic help and lived on the edges of foothill towns. (Source: Folsom General Plan Background Report Chapter 6, Open Space and Natural Resources, April 2014, City of Folsom)

History

The City of Folsom is located in Sacramento County, one of the original 27 counties created when California became a state in 1850. During the early 1800s, hunters and trappers including Jedidiah Smith and a group of Hudson's Bay Company trappers entered present day Sacramento County. Smith set up camp in the present day Folsom area in 1827, leading the way for other trappers who arrived in the region during the 1830s where they hunted beavers along the American River. In 1848, gold discovery in Coloma brought an influx of gold seekers to the Sacramento area. Within a few years, gold mines in the area were largely depleted and many miners then turned to railroad and agricultural work for sustenance. As the Sacramento Valley Railroad completed its 22-mile railroad connecting the city of Sacramento to Folsom (1856), the mining camp saw a dwindling population. Changes to local industry, including mining and agriculture, led to a rising population in the Sacramento Valley. As the agricultural industry grew in Sacramento County, the Folsom area saw a modest increase in agriculture. In the early 1900s irrigation was introduced and farmers in the Folsom area began producing nuts, wine grapes, and other orchard fruits. By the early 20th century, Sacramento County served as a major agricultural hub. Agriculture replaced mining and cattle ranching as the Central Valley's most profitable industry. With the introduction of railroads and roadways, in the late 19th century Folsom experienced a surge of residential and infrastructure development. The State of California chose Folsom as the ideal site for a prison, and by 1880 Folsom State Prison (FSP) opened its gates to its first inmates. State engineers finished construction on the city's historic truss bridge in 1893 to transport people and livestock across the

American River. Folsom's Chamber of Commerce filed incorporation papers with the Secretary of State in 1946, officially establishing Folsom as a city. During the late 20th century, Folsom experienced continual residential and community growth. (Source: Folsom General Plan Background Report Chapter 6, Open Space and Natural Resources, April 2014, City of Folsom)

Historic Resources and Landmarks

There are no structures considered to be historic resources or landmarks.

4.7.2 Assembly Bill 52

Assembly Bill 52 (AB 52) requires that prior to the release of a CEQA document for a project, an agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

The District has submitted a written request from the United Auburn Indian Committee Auburn Tribal Preservation Committee to be provided with consultation. The District has not received any other formal notification requests by any California Native American tribes. In addition to the tribe listed above, the District also mailed letters to all tribes contacted for the Folsom Planning Area EIR.

4.7.3 Cultural Resources (V) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
The subject site is not listed on a local, the State or National Register which lists properties or sites or historic significance.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
There are no known archeological sites on the site and the site is currently disturbed and developed.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
There are no known geological or paleontological resources in the vicinity of the site				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
Although it is not anticipated that any human remains would be on site (i.e. the area of the site is not a known burial ground) in order to ensure impacts are less than significant, the District shall implement Mitigation Measure Cul-1.				

4.7.4 Mitigation Measures

CUL-1 If, during construction, human remains are uncovered, work shall be halted or diverted in the immediate area while a qualified archaeologist, coroner, and or Native American representative evaluates the find and makes recommendations pursuant to CEQA Guidelines Section 15064.5(e). This language shall be included in construction documents for the project.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*

4.8 GEOLOGY AND SOILS

4.8.1 Environmental Setting

Geology and Topography

The site is located along the western edge of the Sierra Nevada geomorphic province of California. The Sierra Nevada geomorphic province of California is typified by a belt of northwest-trending metamorphic, volcanic, and igneous rocks that have been sheared, deformed, and intruded during periods of tectonic and volcanic activity.

Published geologic mapping depicts the site vicinity underlain by Jurassic-age Salt Sprints Slate and Gopher Ridge Volcanics which generally consist of moderately to highly weathered fractured rock with clay, silt, and sand infilling. Degree of weathering of the rock generally decreases with depth with zones that are more resistant to breaking down.

In October 2017, the site was graded/filled to a relatively flat configuration (rough pad elevation approximately 432 feet MSL) as part of the overall mass grading of Mangini Ranch by the developer. Site grading included cuts up to approximately 10 feet and placement of up to approximately 20 feet of engineered fill to attain rough site grade. All fill material for the site was derived from Salt Springs Slate and associated soil excavated from the adjacent (future) park site immediately to the west.

Earthquake Faults and Seismicity

The only "active" fault in the Sacramento area is the Dunnigan Hills fault, located northwest of Woodland. This fault has shown activity in the last 11,000 years but not in the past 200 years. The West Branch of the Bear Mountain fault is located approximately five miles northeast of the city limits. The CDMG classifies this fault as Late Quaternary, with movement sometime in the last 700,000 years, but not in the last 11,000 years. The Bear Mountain fault is part of the Foothills fault system, which is 360 miles long and has a slip rate of 0.05 mm per year, +/-0.03 mm, with a maximum magnitude of 6.5. In comparison the San Andres Fault has a slip rate ranging from 17 to 34 mm per year, depending on location.

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

The City of Folsom and its proposed Planning Area are not located in an Alquist-Priolo Earthquake Fault Zone. The USGS/CGS Probabilistic Seismic Hazards Assessment (PSHA) Model, revised in April 2003, places Folsom in the second lowest category for seismic shaking potential out of nine zones. This category of ground shaking, would equate to a maximum VI intensity earthquake on the Mercalli scale, with strong perceived shaking and light potential damage. The severity of an earthquake generally is expressed in two ways - magnitude and intensity. Magnitude quantitatively measures the strength of an earthquake and the amount of energy released by it. Earthquake intensity in a given locality is typically measured using the Modified Mercalli Intensity (MMI) scale with values of this scale ranging from I to XII. The table below identifies the level of intensity according to the MMI scale and describes that intensity with respect to how it would be received or sensed by its receptors. While an earthquake has only one magnitude, it can have many intensities which typically decrease with distance from the epicenter.

Seismic ground-shaking hazard for the project area is relatively low, ranking among the lowest in the

state. Due to the low probability of ground shaking affecting the project area, the possibility of seismic-induced ground failure is remote.

Liquefaction occurs where surface soils, generally alluvial soils, become saturated with water and become mobile during ground-shaking caused by a seismic event. When these soils move, the foundations of structures move as well which can cause structural damage. Liquefaction generally occurs below the water table, but can move upward through soils after it has developed.

4.8.2 Geology and Soils (VI) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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 Zone 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?			X	
According to the current California Department of Mines and Geology (CDMG) Index of Official Maps of Earthquake Fault Zones (1999), the school site is not located on or near a designated active fault zone; and the site is not located in or near any designated Alquist-Priolo Earthquake Fault Zone. Based on these data, surface rupture is not expected to occur during the life of the proposed school. Seismic risks on the site are considered less-than-significant. The site may be subject to seismic ground shaking during future earthquakes, as with most of California. However, all buildings and any modifications to the buildings must be constructed according to standard California Uniform Building Code. Since structures on the site will be built in compliance with UBC impacts from seismic ground shaking will be a less-than-significant impact.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			X	
The laboratory testing on near-surface soils do not show cause for substantial soil erosion or loss of top soil.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
The site topography is relatively flat and bordered by gentle slopes on the north and eastern perimeters. The slopes are performing well and do not exhibit any overt signs of instability. Therefore, we do not consider land sliding or slope instability to be a hazard for the site. Subsurface conditions and the anticipated seismic and groundwater conditions, liquefaction, lateral spreading are not considered a hazard for this site.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table I8-1-B of the Uniform Building Code (I994), creating substantial risks to life or property?			X	
No highly expansive soils were identified.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
The site is served by the public sewers and therefore, there is no risk of septic tank failure.				

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 GREENHOUSE GAS EMISSIONS

4.9.1 Environmental Setting

Climate change is a global problem. Greenhouse Gases (GHGs) are global pollutants. Whereas other pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Similarly, impacts of GHGs are also borne globally. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climate. Therefore, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

Prominent GHGs of primary concern from land use development projects include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). Other GHGs such as hydrofluorocarbons, chlorofluorocarbons, and sulfur hexafluoride are of less concern because construction and operational activities associated with land use development projects are not likely to generate substantial quantities of these GHGs. These gases trap some amount of solar radiation and the earth's own radiation, preventing it from passing through earth's atmosphere and into space. GHG are vital to life on earth; without them, earth would be an icy planet. In excess, GHG gases cause climate change. To quantify GHG, a standard of "CO2-equivalent" or CO2e is used. Carbon dioxide equivalency (CO2e) refers to the amount of mixed GGH's that would have the same global warming potential when measured over a specified timescale (generally, 100 years).

4.9.2 Regulatory Setting

The Sacramento Metropolitan Air Quality Management District's (SMAQMD) CEQA Guide to Air Quality Assessments provides an overview of the current regulatory environment related to GHG. These guidelines help support the recent state legislation designed to promote reduction of GHG emissions. Relevant regulations and policy actions include:

Executive Order S-3-05. In 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05 which established greenhouse gas (GHG) emission reduction targets for California, and directs the CAL-EPA to coordinate the oversight of efforts to achieve them. The targets established by Governor Schwarzenegger call for a reduction of GHG emissions to 2000 levels by 2010; a reduction of GHG emissions to 1990 levels by 2020; and a reduction of GHG emissions to 80% below 1990 levels by 2050.

Assembly Bill 32. In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also includes guidance to institute emission reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. AB 32 demonstrates California's commitment to reducing the rate of GHG emissions and the state's associated contribution to climate change, without intent to limit population or economic growth.

Senate Bill 97. In 2007, Senate Bill (SB) 97 was enacted to amend the CEQA statute in order to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directs the Office of Planning and Research (OPR) to prepare, develop, and transmit to

the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The Natural Resources Agency was required to certify or adopt those guidelines by January 1, 2010. On March 18, 2010, the amendments to the state CEQA Guidelines for addressing greenhouse gas emissions, as required by Senate Bill 97 (Chapter 185, 2007) were enacted in order to provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents.

Senate Bill 375. In 2008, Senate Bill (SB) 375, was enacted which aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP).

Executive Order S-13-08. In November 2008, Governor Arnold Schwarzenegger issued Executive Order S-13-08 to enhance the state's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events. The Executive Order directs the state agencies to request that the National Academy of Sciences convene an independent panel to complete the first California Sea Level Rise Assessment Report.

Executive Order B-30-15. On April 29, 2015, Governor Edmund Brown issued Executive Order B-30-15. Going beyond reductions required by AB 32, Executive Order B-30-15 requires that greenhouse gas emissions in California are reduced by 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

4.9.3 Greenhouse Gas Emissions (VII) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
As noted above, nearly all uses generate some greenhouse gases. Based on the CalEEMod Air Quality Model results, the proposed project once operational, would generate approximately 36.07 metric tons of CO2 equivalent. This is below the suggested CAPCOA threshold of 900 metric tons (equivalent to 992 tons) per year and below the SMAQMD's recommended threshold of 1,100 metric tons per year. In either case, the project's contribution to greenhouse gas emissions is less-than-significant.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
The proposed project is not anticipated to conflict with any policy or regulation adopted for the purposes of GHG emission reduction. As noted above, the City has not adopted a Climate Action Plan, however, it is anticipated that as part of the City of Folsom's General Plan Update, some climate action policies will be proposed. The proposed project would not conflict with these plans and is supportive of the reduction of greenhouse gas emissions through the inclusion of energy and water efficient building design and appliances. No significant conflict with GHG reduction policies is anticipated.				

4.9.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 HAZARDS AND HAZARDOUS MATERIALS

4.10.1 Environmental and Regulatory Setting

Hazardous materials storage, transportation, removal and clean-up are highly regulated fields. The federal and state governments have enacted laws that require property owners to pay for the clean-up of hazardous material contamination located on, or originating from their land. Because of potential clean up and health-related liabilities from the presence of hazardous material contamination, environmental assessments are routinely performed prior to land sale and development.

Summarized below are some of the most significant federal, state and local regulations governing hazardous materials handling.

Federal Hazardous Materials Regulations

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLA, commonly referred to as Superfund, was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. In addition, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List (NPL), a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action.

Resource Conservation and Recovery Act of 1976 (RCRA) as amended by the Solid Waste Disposal Act of 1980 (HSWA), the Hazardous Waste and Solid Waste Amendments of 1984. RCRA is the nation's hazardous waste control law. It defines hazardous waste, provides for a cradle-to-grave tracking system and imposes stringent requirements on treatment, storage and disposal facilities. RCRA requires environmentally sound closure of hazardous waste management units at treatment, storage, and disposal facilities. The U.S. Environmental Protection Agency is the principal agency responsible for the administration of RCRA, SARA, and CERCLA.

State Hazardous Materials Regulations and Agencies

Hazardous Substance Account Act (1984), California Health and Safety Code Section 25300 et seq. (HSAA). This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the state's 10% share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the Environmental Protection Agency's (EPA's) ranking system may be placed on the State Superfund list of hazardous wastes requiring cleanup.

The Department of Toxic Substance Control (DTSC) within the California Environmental Protection Agency (Cal/EPA) has regulatory responsibility under 22 CCR for the administration of the state and federal Superfund programs for the management and cleanup of hazardous materials. The enforcement of regulations administered by DTSC has been delegated locally to Sacramento County Environmental Management Department (SCEMD).

The State Water Resources Control Board, acting through the Central Valley Regional Water Quality Control Board (CVRWQCB), regulates surface and groundwater quality pursuant to the Porter-Cologne Water Quality Act, the federal Clean Water Act, and the Underground Tank Law. Under these laws, CVRWQCB is authorized to supervise the cleanup of hazardous wastes sites referred to it by local agencies in those situations where water quality may be affected.

Depending on the nature of contamination, the lead agency responsible for the regulation of hazardous materials at the site can be the DTSC, CVRWQCB, or both. DTSC evaluates contaminated sites to ascertain risks to human health and the environment. Sites can be ranked by DTSC or referred for evaluation by the CVRWQCB. In general, contamination affecting soil and groundwater is handled by CVRWQCB and contamination of soils is handled by DTSC.

California Education Code, California Code of Regulations (CCR) Title 5, Section 14010(c) requires that the property line of the school site, even if it is a joint use area, shall be at least the following distances from the edge of power-line easements (unless an analysis is provided that incorporates buffering or shielding of the lines):

- 100 feet for a 50- to 133-kilovolt (kV) line
- 150 feet for a 220- to 230-kV line
- 350 feet for a 500- to 550-kV line

The primary concern is electromagnetic fields and their potential health effects on persons using the site.

4.10.2 Hazards and Hazardous Materials (VIII) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
A variety of common hazardous materials are typically used at school sites for cleaning, landscape maintenance, instructional activities (such as in science studies), and during construction of proposed facilities. The District does not expect to utilize less common or acutely hazardous materials at the site on a regular basis.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
Construction and operation activities if not properly managed may result in the release of air-borne or friable asbestos which is considered a Toxic Air Contaminant (TAC) and if released in sufficient concentration may pose significant respiratory and lung risks. In order to reduce this impact to a less than significant level, the following mitigation is required. Currently, the site is capped with 3 to 20 feet of engineered fill material derived from Salt Springs Slate from the adjacent future park site. The engineered fill is at least 5 feet thick over the portion of the Site underlain by metavolcanic rock, with a layer of orange geotextile fabric placed between the fill and the metavolcanic rock to serve as a warning barrier. This mitigation measure reduces the impact to less than significant for the site, excluding the northern and eastern slopes. The northern and eastern slopes of the site contain asbestos containing materials. These slopes are considered				

low traffic areas and were created by the developer as the underlayment for the adjacent streets. The District is working with the Department of Toxic Substances Control on a Remedial Action Work Plan. The Plan once approved, will outline the steps necessary to cap the NOA on the slopes, training of workers on site, and the methods of inspection to ensure compliance.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

The project does not involve any land uses or practices which would cause hazardous materials or hazardous emissions on or near a school site. With the exception of bus emissions which emit diesel emissions, there are no identified uses which emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of the affected school sites. There are no high voltage lines which will affect the proposed project or result in new exposure of students and staff to electromagnetic waves.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

The site is not listed on the State Department of Toxic Substances Control's Enviro-store Database2 of hazardous sites and is not located in the vicinity of any known site.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

The site is not located adjacent to any public, public use, or private airport.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X

The site is not located adjacent to any public, public use, or private airport.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. School district staff have prepared an emergency response and evacuation plan for the school site. The District requires all students and staff to practice emergency response and evacuation on a periodic basis to ensure emergency preparedness.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?			X	
Wildland fires can potentially result in substantial property damage and/or loss of life in areas adjacent to wildlands. The project does not include broad areas of open native landscaping and the project includes an emergency vehicle access plan to serve the stadium area. Impacts related to wildland fire risk are estimated to be less-than-significant.				

4.10.3 Mitigation Measures

HAZ-1 Cap or containment of asbestos-containing materials on the northern and eastern slopes through a Department of Toxic Substances Control approved Remedial Action Work Plan which will also include training of workers on site and methods of inspection to ensure compliance.

Timing/Implementation: *To be incorporated as part of Project building design and during construction and operation of the Proposed Project.*

Enforcement/Monitoring: *Folsom Cordova Unified School District*
Department of Toxic Substances Control

4.11 HYDROLOGY AND WATER QUALITY

4.11.1 Environmental Setting

Surface Water Resources

The main surface waters in Sacramento County are related to the American and Sacramento River systems. The American River watershed covers approximately 2,100 square miles northeast of Sacramento. The watershed spans portions of three different counties; Sacramento, El Dorado, and Placer. The average annual runoff is approximately 2.7 million acre-feet. In the past, annual runoff has varied from 900,000 acre-feet to 5,000,000 acre-feet. The American River watershed, including all its tributaries, is divided into three major sub-basins, the North Fork American River, the South Fork American River and the Lower Fork American River. The Lower Fork American River sub- basin begins at Folsom Dam and extends 30 miles downstream to the mouth of the American River at the confluence of the Sacramento River. The Lower American Basin contains eight dams and has 380 miles of naturally occurring waterways. The precipitation in the Lower American River basin averages 20.83 inches per year. North of Highway 50, storm drains collect and convey urbanized runoff into Willow Creek, Humbug Creek, Hinkle Creek, Gold Creek, and Alder Creek; all of which drain into the Lower American River. Hinkle Creek and Gold Creek drain the northwestern portion of Folsom north of the American River, while Willow Creek and Humbug Creek drain the southeastern portion of the City. Although Alder Creek only drains a small portion north of Highway 50, it drains most of Folsom, south of Highway 50. (Source: City of Folsom General Plan Update Background Documents, Chapter 6, Section 6.4).

Water Quality

Potable water is supplied to the site the City of Folsom. The City obtains all of its potable water supply from the Folsom Reservoir. The City's current water rights amount to 34,000 acre-feet of raw water per year. Raw water from the Folsom Reservoir is treated at the City treatment plant. The treatment plant has a nominal capacity of 50 million gallons per day (mgd). Recent annual deliveries from the WTP have been less than half of its annual capacity of approximately 56,000 acre-feet. (Source: City of Folsom General Plan Update Background Documents, Chapter 8, Section 8.6).

Groundwater

The portions of Folsom south of the American River are located in the South American Sub-basin. The South American Sub-basin has inflows including natural and applied water recharge of 257,168 acre-feet and a net subsurface outflow of 29,676 acre-feet annually. The South American Sub-basin is approximately 248,000 acres, or 388 square miles. Groundwater is typically of calcium magnesium bicarbonate or magnesium calcium bicarbonate. Other minor groundwater types include a sodium calcium bicarbonate or calcium bicarbonate or sodium magnesium bicarbonate near the confluence of the Sacramento and American Rivers. Total Dissolved Solids (TDS) ranges from 24 to 581 mg/L and averages 221 mg/L based on 462 records (DWR 2004). A range of 500 TDS is desired for agricultural uses, any range above that requires slight restrictions on water use. (Source: City of Folsom General Plan Update Background Documents, Chapter 6, Section 6.4).

Flood Risks

The project site is located outside of both the 100-year and 500-year flood plain as defined by the Federal Emergency Management Agency (FEMA). Given the elevation of the site, major flood risks from surface waters are considered minimal.

4.11.2 Hydrology and Water Quality (IX) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
The subject site is served by the City of Folsom for both domestic water and waste water collection. Waste water is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRCSD) to be treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located in Elk Grove. The SRWTP has a permitted dry-weather flow design capacity of 181 mgd, which it is expected to exceed after 2030. The SRWTP's 2020 Master Plan provides for the expansion of the SRWTP capacity to 218 mgd if necessary. Current treatment levels at the SRWTP are estimated to be approximately 169 mgd.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
The proposed project will involve construction of new facilities however the project will not require sources of groundwater or the use of septic tanks that could affect groundwater resources. The project will be served domestic water from the City of Folsom and will be hooked up to public sanitary sewer system. No significant excavation at levels near or close to ground water would occur which could necessitate de-watering and/or cause ground water contamination. The project will result in minimal new impervious surface since the majority of the area where improvements are planned is currently hardscape. The proposed project will have less-than-significant impacts on groundwater recharge or resources.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?				X
The proposed project will not require any alteration of waterways or significant drainage patterns.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?			X	
The proposed project will not require any alteration of waterways or significant drainage patterns				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the				

capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff and/or substantially degrade water quality?			X	

Construction related activities have the potential to impact water quality through erosion and run-off. Fuel, oil, grease, solvents, concrete wash and other chemicals used in construction activities have the potential of creating toxic problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes. The site is served by the City of Folsom drainage system and is subject to the conditions of the City of Folsom's National Pollution Discharge Elimination System (NPDES) permit. Treatment controls are required by the City's NPDES permit for commercial projects (including schools) that create one acre or more of impervious surface and residential projects 20 acres and larger. The District is required to comply with the City of Folsom's NPDES permit requirements and Storm Water Pollution Protection program. Compliance with the City's NPDES and Storm Water Protection program reduces any impacts to less-than-significant. The project includes an Erosion Control Plan specifically designed to reduce run-off and erosion which will be reviewed by the City of Folsom as part of compliance with the NPDES requirements along with any other storm water best management practices necessary to meet the City's requirement.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
f) 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?				X

The site is not located within a 100-year flood hazard zone

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X

The site is not located within a 100-year flood hazard zone.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
h) 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?				X

The site is not located within a FEMA designated special flood hazard zone.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
i) Inundation by seiche, tsunami, or mudflow?				X

There are no known occurrences of inundation by seiche, tsunami, or mudflows on or in the vicinity of any of the affected school sites.

4.11.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 LAND USE AND PLANNING

4.12.1 Environmental Setting

The site is located in the City of Folsom. As such, land use in the area is governed by the City of Folsom General Plan, zoning ordinance and related adopted plans.

City of Folsom General Plan (1988 as amended and updated) The existing General Plan was adopted in 1988, updated in 1993, and 2035. The existing General Plan provides a broad approach to land uses and land uses for new development in large areas are generally more defined and refined through the adoption of specific plans and or General Plan Amendments. The General Plan Map (July 2015) has been updated to show the current adopted land uses including any changes by Specific Plan or General Plan Amendment. General Plan land use designations and the current zoning pertaining to the site and environs are described in Table 5 below:

GENERAL PLAN AND ZONING DESIGNATIONS FOR AFFECTED SCHOOL SITES				
	Planning Jurisdiction	Applicable General Plan	Designation	Zoning
Mangini Ranch Elem. School Site	City of Folsom	Folsom General Plan	"School"	"PQP" Public and Quasi-Public Facility
North of Site	City of Folsom	Folsom General Plan	"Single Family"	"R-1-M" Single Family
East of Site	City of Folsom	Folsom General Plan	"Park"	Open Space Conservation and Single Family
South of Site	City of Folsom	Folsom General Plan	"Single Family"	"R-1-M" Single Family
West of Site	City of Folsom	Folsom General Plan	"Park"	Open Space

Generally, the "Single Family" refers to a low density residential which allows single family houses on lots 6,000 square feet in size or larger; this is the current minimum lot size allowed by the Zoning ordinance for single family development. The density ranges in the "Single Family" designation is 2 to 3.9 dwelling units per acre.

City of Folsom 2035 General Plan. The City of Folsom unanimously voted to approve the Folsom 2035 General Plan and Final Environmental Impact Report on August 28, 2018.

4.12.2 Land Use and Planning (X) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Physically divide an established community?				X
The proposed project will not physically divide an established community in that no new roads, facilities or barriers are included in the project that physically divide an existing neighborhood.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact

b) Conflict with any applicable land use plan, policy, 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?				X
The proposed project would not conflict with the General Plan or the policies of the plan. The proposed site is designated "PQP - School" on the City of Folsom 2035 General Plan. No conflict with adopted land use plans and policies is expected to occur.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
There is no approved Habitat Conservation Plan (HCP) or other conservation plans that cover the affected site. The South Sacramento County Habitat Conservation Plan covers major unincorporated areas of Sacramento County south of US 50 and does not address the City of Folsom. The proposed project therefore, does not conflict with any adopted or proposed Habitat Conservation Plan.				

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 MINERAL RESOURCES

4.13.1 Environmental Setting

Historically, both placer and hydraulic mining took place in the Folsom area of the Sierra Nevada Foothills. There are current no mining activities on or in the near vicinity of the subject site. Given its location, and the historical knowledge of the site, the site was used for grazing and was not used as a mineral extraction area. The County of Sacramento General Plan Conservation Element Figure 3, maps known mineral resources in the County based on information supplied by the State Department of Conservation, Division of Mines. Based on the County Conservation Element, there are no known mineral resource areas or mineral extraction areas on or immediately adjacent to the site.

4.13.2 Mineral Resources (XI) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
No mineral resources or mines are documented on the project site or adjacent to the site.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
No mineral resources or mines are documented on the project site or adjacent to the site.				

4.13.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.14 NOISE

4.14.1 Environmental Setting

Existing Conditions

The existing noise environment in the project area is defined primarily by local traffic on Mangini Parkway, residential construction in the project vicinity and to a lesser extent by traffic on U.S. Highway 50.

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, the closest sensitive uses include single-family residential uses located along Sparrow Way located approximately 100 to 500 feet from the project site, and on the north side of Mangini Parkway, approximately 1,500 feet northeast of the project site.

4.14.2 Regulatory Setting

City of Folsom General Plan

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. The 2035 General Plan considers the following uses to be noise sensitive land uses within the city of Folsom:

- All residential uses
- Schools
- Long-term care medical facility such as hospitals, nursing, homes, etc

The City of Folsom General Plan Noise Element provides the following goals and policies relative to noise.

GOAL 30: To protect the citizens of Folsom from the harmful effects of exposure to excessive noise and protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas protected by existing noise producing uses.

Policy 30.2: Develop and implement effective strategies to abate and avoid excessive noise exposures in the City by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.

Policy 30.3: Protect areas within the City where the present noise environment is within acceptable limits.

Policy 30.4: Areas within the City of Folsom shall be designated as noise impacted if exposed to existing or projected exterior noise levels exceeding 60 dB Ldn/CNEL or the performance standards of the Noise Element (included here as Table 7).

TABLE 7 - HOURLY NOISE LEVEL PERFORMANCE STANDARDS FOR STATIONARY NOISE SOURCES		
Cumulative Number of Minutes In any One-Hour Time Period (Ln)	Acceptable Noise Level, dBA	
	Daytime (7 am - 10 pm)	Nighttime (10 pm - 7 am)
30 (L50)	50	45
15 (L25)	55	50
5 (L8)	60	55
1 (L2)	65	60
0 (Lmax)	70	65
Note: Ln means the percentage of time the noise level is exceeded during an hour. L50 means the level exceeded 50% of the hour, L25 is the level exceeded 25% of the hour, etc.		

Each of the noise level standards specified above shall be reduced by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Noise from single occurrences such as the passage of locomotives, heavy trucks, or aircraft should also be evaluated in terms of single event noise levels. The maximum noise level created by such an event may have the potential to result in activity interference even though the cumulative noise exposure in terms of Ldn/CNEL is within acceptable limits. The potential for sleep disturbance is usually of primary concern, and should be evaluated on a case-by-case basis.

Policy 30.5: New development of residential or other noise sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:

For noise due to traffic on public roadways, railroad operations, and aircraft: 60 dB Ldn/CNEL or less. Where it is not possible to reduce exterior noise due to these sources to 60 dB Ldn/CNEL or less by incorporating a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn/CNEL will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn/CNEL with the windows and doors closed.

For non-transportation related noise sources: achieve compliance with the performance standards contained within Table 7 above.

If compliance with the adopted standards and policies of the Noise Element will not be achieved, a statement of overriding considerations for the project must be provided.

Policy 30.6: When industrial, commercial land uses or other uses including non- transportation related noise sources are proposed which would affect areas containing noise sensitive land uses, noise levels generated by the proposed use shall not exceed the performance standards contained within Table 7 above.

Policy 30.7: Prior to the approval of proposed development of residential or other noise sensitive land uses in a noise impacted area, an acoustical analysis may be required. The acoustical analysis shall:

- Be the responsibility of the applicant.
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.

- Include estimated noise levels in terms of Ldn/CNEL and/or the standards of Table 7 above for existing and projected future (20 years hence) conditions, with a comparison made to the adopted policies of the noise element.
- Include recommendations for appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
- Include estimates of noise exposure after the prescribed mitigation measures have been implemented.

Policy 30.9: Noise level criteria applied to land uses other than residential or other noise sensitive uses shall be consistent with the standards in Table 7 above.

Policy 30.10: The City of Folsom shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

Policy 30.15: If noise barriers are required to achieve the noise level standards contained within this Element, the following construction practices are recommended:

- Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm to raise the height of the base so that the total height of the vertical planar portion of barrier is less than six feet.
- The total height of the noise barrier above roadway elevation should normally be limited to 12 feet.
- The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity.
- City of Folsom Municipal Code, Noise Control
- The noise standards contained in the City of Folsom Municipal Code are provided below.
- Exterior Noise Standards (Section 8.42.040)

It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any affected single- or multiple-family residence, school, church, hospital or public library situated in either the incorporated or unincorporated area to exceed the noise level standards as set forth in Table 8 (included below).

TABLE 8 - EXTERIOR NOISE LEVEL STANDARDS

Noise Level Category	Cumulative Number of minutes in any 1-hour time period	Daytime (dB) (7 a.m.–10 p.m.)	Nighttime (dB) (10 p.m.–7 a.m.)
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Note: dB = A-weighted decibels Source: City of Folsom Code, Noise Control 1993

In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.

Each of the noise level standards specified above shall be reduced by 5 dB for simple tone noises, noises

consisting primarily of speech or music, or for recurring noises.

If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above.

Noise Source Exemptions (Section 8.42.060)

Section 8.42.060 of the City of Folsom Municipal Code establishes the exempts activities on parks and school grounds during specific hours from the associated exterior noise provisions and states that among the exempt activities are: "Activities conducted in unlighted public parks, public playgrounds and public or private school grounds, during the hours of 7 a.m. to dusk, and in lighted public parks, public playgrounds and public or private school grounds, during the hours of 7 a.m. to 11 p.m., including but not limited to school athletic and school entertainment events."

Noise Standards Related to Increase In Noise Criteria

The City of Folsom, like many jurisdictions, does not have an adopted policy regarding significant increases in ambient noise. Table 9 is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been widely accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the Ldn.

TABLE 9 - SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE	
Ambient Noise Level Without Project, Ldn	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON)

Based on Table 9 above, an increase in traffic noise level of 5 dB or more would be significant where the pre-project noise level is less than 60 dB Ldn. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB Ldn. The rationale for the criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Transportation Noise Criteria

The City of Folsom General Plan Noise Element establishes 60 dB Ldn as the exterior noise level limit for residential receptors exposed to transportation noise sources. Therefore, increased traffic associated with the proposed project should not cause exterior noise levels to exceed 60 dB Ldn at existing residential receptors. Additionally, increases in traffic noise shall not exceed the FICON thresholds shown in the table above.

4.14.3 Noise (XII) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? b) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
Project-related noise sources could potentially affect the noise-sensitive receptors located in the project vicinity. Specifically, increased traffic, noise from recess, and construction noise are noise sources that could exceed the City of Folsom's exterior noise level standards. Construction of the project will generate construction period noise. This will include noise associated with heavy equipment to demolish some existing curb and gutter work (jack hammering), the sound of heavy equipment for grading, and construction noise related to the construction of an elementary school. The City of Folsom Municipal Code exempts construction-generated noise that occurs between the hours of 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. and 5 p.m. Saturday and Sunday from the City's exterior noise standards.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
d) Exposure of persons to generation of excessive ground-borne vibration or ground-borne noise levels?			X	
The project does not identify any significant ground-borne noise or vibration impacts from the project.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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 people residing or working in the project area to excessive noise levels?				X
The project site is not located near any Airport Noise Contours as defined in an Airport Land Use Plan and no public or private air strips are located within 2 miles of the site. Exposure to aircraft noise is less-than-significant.				

Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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?				X
The project site is not located near any Airport Noise Contours as defined in an Airport Land Use Plan and no public or private air strips are located within 2 miles of the site. Exposure to aircraft noise is less-than-significant.				

4.14.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 POPULATION AND HOUSING

4.15.1 Environmental Setting

The proposed project is located in a developing area of the City of Folsom. This site will be served by the backbone infrastructure currently being constructed by the developers of Folsom Ranch.

4.15.2 Population and Housing (XIII) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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)?				X
The project is in response to the Folsom Ranch development and is part of the extension of public services to those that move into the area.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?				X
The project does not involve the displacement of existing persons or housing.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
The project does not involve the displacement of existing persons or housing.				

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 PUBLIC SERVICES

4.16.1 Environmental Setting

The proposed project is located at 14640 Sparrow Drive, located within the City of Folsom. The site will be served by future public services and facilities.

Police and Fire Services

The City of Folsom will provide police and fire services to the school site. Fire stations closest to the school site include: Station #37 at 70 Clarksville, in southwest Folsom, near Folsom Lake College. It is located within 2.5-mile radius of the site.

Schools

The project is located in and sponsored by the Folsom Cordova Unified School District is designed to serve the population of the district by enhancing recreational and athletic opportunities on site.

Parks

Parks in the area are administered by the City of Folsom Department of Parks and Recreation.

4.16.2 Public Services (XIV) Environmental Checklist and Discussion

Would the project impact:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Fire and Police Protection?			X	
The project site and existing surrounding population are currently adequately served by the City of Folsom's Police and Fire Departments.				

Would the project impact:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Schools?				X
This project is in response to the residential housing in Folsom Ranch and is addressed in the EIR for Folsom Ranch (Folsom Specific Plan EIR).				

Would the project impact:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
c) Parks?				X
The project site and existing surrounding population are currently adequately served by the City of Folsom's Recreation and Park District.				

Would the project impact:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
d) Other governmental services?				X
This project will not have an impact on other governmental services.				

4.16.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 RECREATION

4.17.1 Environmental Setting

More than 30 percent—over 1,000 acres—of the total Folsom Plan Area is being maintained as permanently protected open space to preserve sensitive habitat areas. This protected area includes thick stands of oak woodlands, Alder Creek and streams that flow into it, wetlands, ponds, hillsides and scenic vistas. A network of more than 30 miles of bike paths, trails and picnic areas will wind through the Plan Area for residents to enjoy the area's natural setting, as well as to connect residents to shopping, transit, schools, parks, woodlands, the American River Parkway and beyond.

As planned, the Plan Area's open space network is one of the largest designated public open space areas in the City of Folsom and the Sacramento region.

In addition to preserved open space, the Folsom Plan Area will have more than 130 acres of public parks, including two large community parks and smaller parks accessible to every neighborhood. Parks are important to defining a community's character by providing places for children to play and for friends and families to gather and socialize. Parks within the Plan Area are planned to be close to schools, within a half-mile from homes and connected by walking and bicycle paths.

4.17.2 Recreation (XV) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?				X
The proposed project will not significantly increase population or housing in the area and as such would not increase demand for local recreation and park space.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
b) Affect existing recreational opportunities?				X
The proposed project will not significantly increase population or housing in the area and as such would not increase demand for local recreation and park space.				

4.17.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.18 TRANSPORTATION & TRAFFIC

4.18.1 Environmental Setting

Public Transit Service

The City of Folsom provides local bus transit within the city. Sacramento Regional Transit (RT) operates bus and light-rail transit service in Sacramento County. RT service is provided from downtown Sacramento along the Folsom Blvd / Highway 50 corridor to the Historic Folsom light-rail station.

Bicycle Facilities

Due to its undeveloped nature, bicycle and pedestrian facilities have not yet been constructed in the area. Curb, gutter, and sidewalk that meet City standards will be provided on all roadways in the area. In addition, the City of Folsom 2035 General Plan includes Class I bicycle paths, and Class II bicycle lanes.

Pedestrian Facilities

Sidewalks have been constructed along public streets in southern Folsom, and applicable enhancements have been installed at major intersections. Sidewalk exists along Mangini Parkway, Sawyer Way and Sparrow Drive, as well as on the local streets in the area of the school site. The major intersections on Mangini Parkway have crosswalks and signalized intersections have pedestrian crossing hardware and signal phases.

Parking

The parking supply on the site includes regular on-site parking spaces in designated lots, as well as loading and drop off areas. Parking is also available along local public streets and along arterial and collector streets. On campus, there are 93 marked parking spaces on site.

Planned Improvements

While most of the study area circulation system is fully built out, there is one prominent improvement planned for the near future. The US 50 / Empire Ranch Road Interchange project will create new freeway access at a location north of the project. This improvement is programmed for completion in 2030-2035.

4.18.2 Transportation and Traffic (XVI) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?			X	
The Project site is located within an approved Specific Plan and is identified as the location of a future school. The Project does not propose new roads or extensions of existing roads. The Project does not include the construction of any new homes or businesses. The objective of the Proposed Project is to provide needed				

educational facilities for the City of Folsom and would serve existing and future populations of the City. The new school facilities are being proposed to meet an existing need for these facilities in the District.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?				X
The Project site is located within an approved Specific Plan and is identified as the location of a future school. The Project does not propose new roads or extensions of existing roads. The Project does not include the construction of any new homes or businesses. The objective of the Proposed Project is to provide needed educational facilities for the City of Folsom and would serve existing and future populations of the City. The new school facilities are being proposed to meet an existing need for these facilities in the District.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?				X
The proposed project will not result in any changes to air traffic patterns. The site is not located near airports or included within the boundaries of an Airport Community Land Use Plan for an airport.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
The District has prepared an emergency access plan developed in coordination with the City of Folsom Fire Marshall.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
e) Result in inadequate emergency access or access?				X
The proposed project does not create any new roadway design features or modify any existing features (e.g., sharp curves or dangerous intersections) which would present new roadway hazards.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?				X
The project is not expected to have a significant impact on public transportation or bicycle transportation.				

4.18.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

The proposed project is located within the City of Folsom. As such, the site is currently served by existing public services and facilities. The addition of a new school will not induce new growth (such as houses or new population); rather the project is designed to serve the existing student and community population.

Water Service

Water service to the site is provided by the City of Folsom obtains all of its potable water supply from the Folsom Reservoir. The City's current water rights amount to 34,000 acre-feet of raw water per year. Water is treated at the City treatment plant. This plant has a capacity of 50 million gallons per day (mgd). According to the City of Folsom's General Plan Update Background Report on Public Facilities, "there are no current water quality concerns or problems with the City's water quality.

Waste Water Treatment

The City of Folsom provides sewerage collection services to the site. All wastewater in the City of Folsom is treated by the Sacramento County Regional Sanitation District (SCRSD) at the regional treatment facility located in Sacramento County/Elk Grove. The capacity of the treatment system is not expected to be reached until after 2030 with regional growth in the area.

Storm Drainage

The City of Folsom Department of public works is responsible for stormwater management in the City of Folsom. The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/rivers. The City is active in the Sacramento Stormwater Quality Partnership (SSQP) designed to reduce and manage run-off throughout the area. The City also holds and complies with a National Pollutant Discharge Elimination System (NPDES) permit for commercial projects (including schools) that create one acre or more of impervious surface and residential projects 20 acres and larger. The school site is served by a main collector line located on Mangini Parkway.

Solid Waste Disposal

Solid waste and recycling materials are collected by the City of Folsom Solid Waste Division. Most refuse from Folsom is sent to Keifer Landfill, a Class III landfill located at 12701 Kiefer Boulevard in Sloughhouse, about 11 miles south of Highway 50. The landfill is permitted to receive a maximum of 10,815 tons per day and as of 2005 it had remaining capacity of 112,900,000 cubic yards, with an estimated closure in the year 2064. 5 However, solid waste at the school sites are handled under contract by Allied Waste, a private hauler, for the Folsom Cordova Unified School District and the Prison; Allied takes materials to the Forward Landfill in Stockton.

Utilities

Natural gas is supplied to the site by Pacific Gas and Electric (PG & E). Electrical service will be provided by Sacramento Municipal Utility District (SMUD).

4.19.2 Utilities and Service Systems (XVII) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
The wastewater treatment plant is currently in compliance with all wastewater standards and treatment requirements of the Regional Water Quality Control Board.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?			X	
Sanitary-sewer service for approximately 3,313 acres of the SPA would be provided by SRCSD, and SRCSD would provide off-site interceptor conveyance and sanitary sewer treatment and disposal for this portion of the SPA, including this elementary school.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?			X	
The school site is served by a main collector line located on Mangini Parkway.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
The City of Folsom has ample rights to water stored in Folsom Reservoir; much of this water is currently unused in typical years. Over the past several decades, water use in Folsom has dropped due to several factors—state mandates to reduce urban water use by 20 percent by 2020, water system optimization improvements and more efficient plumbing standards, to name a few. A portion of this "conserved" water achieved through these factors, which would otherwise flow down the American River for others to use, will serve the Plan Area instead.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?			X	
Sanitary-sewer service for approximately 3,313 acres of the SPA would be provided by SRCSD, and SRCSD would provide off-site interceptor conveyance and sanitary sewer treatment and disposal for this portion of the SPA, including this elementary school.				

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

Sacramento County owns and operates the Kiefer Landfill, and the landfill is the primary solid waste disposal facility in the County.

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	
The project complies with federal, state and local statutes and regulations regarding solid waste.				

4.19.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 TRIBAL CULTURAL RESOURCES

4.20.1 Environmental Setting

Prehistory

At the time of the gold rush, the project area was occupied by the Nisenan Indians. The Nisenan peoples occupied the drainages of the Yuba, Bear, and the American Rivers from the Sacramento River on the west to the summit of the Sierra in the east. The Foothill and Hill Nisenan peoples were distinctive from the Valley Nisenan and were loosely organized into tribelets or districts with large central villages, surrounded by smaller villages. These are often referred to as winter villages by older Indians. The Nisenan (also referred to as Southern Maidu) inhabited the Folsom Area prior to large-scale European and Euroamerican settlement of the surrounding area. The basic subsistence strategy of the Nisenan was seasonally mobile hunting and gathering. Acorns, the primary staple of the Nisenan diet, were gathered in the valley along with seeds, buckeye, salmon, insects, and a wide variety of other plants and animals. During the warmer months, people moved to mountainous areas to hunt and collect food resources, such as pine nuts. Bedrock and portable mortars and pestles were used to process acorns. Nisenan settlement patterns were oriented to major river drainages and tributaries. In the foothills and lower Sierra Nevada, Nisenan located their villages in large flats or ridges near major streams. These villages tended to be smaller than the villages in the valley. Early Nisenan contact with Europeans appears to have been limited to the southern reaches of their territory. Spanish expeditions intruded into Nisenan territory in the early 1800s. In the two or three years following the gold discovery, Nisenan territory was overrun by immigrants from all over the world. Gold seekers and the settlements that sprang up to support them were nearly fatal to the native inhabitants. Survivors worked as wage laborers and domestic help and lived on the edges of foothill towns. (Source: Folsom General Plan Background Report Chapter 6, Open Space and Natural Resources, April 2014, City of Folsom)

Assembly Bill 52

Assembly Bill 52 (AB 52) requires that prior to the release of a CEQA document for a project, an agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

The District has submitted a written request from the United Auburn Indian Committee Auburn Tribal Preservation Committee to be provided with consultation. The District has not received any other formal notification requests by any California Native American tribes. In addition to the tribe listed above, the District also mailed letters to all tribes contacted for the Folsom Planning Area EIR.

4.20.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal culture resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object				X

with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resourced Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.				
No known cultural resources or significant archaeological resources have been identified within the Project area. The site has not been identified as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe. However, unanticipated and accidental discovery of California Native American tribal cultural resources are possible during project implementation, especially during excavation, and have the potential to impact unique cultural resources. As such, mitigation measure **CUL-1** has been included to reduce the potential for impacts to tribal cultural resources to a less than significant level.				

4.20.3 Mitigation Measures

Implementation mitigation measure **CUL-1.**

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

4.21.1 Mandatory Findings of Significance (XIX) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
With implementation of mitigation measures proposed in the relevant sections of this Initial Study, these potential impacts would be reduced to a level that is considered less than significant.				

Does the Project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
Implementation of the Proposed Project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment. However, with implementation of mitigation measures proposed in the relevant subsections of this Initial Study, these potential impacts would be reduced to a level that is considered less than significant.				

Does the Project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		
Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.				