



Public Review Draft

Initial Study/ Mitigated Negative Declaration

For the

Folsom Lake College – Phase 2.1 Instructional Building

JANUARY 2020

PUBLIC REVIEW DRAFT

INITIAL STUDY/ PROPOSED MITIGATED NEGATIVE DECLARATION

FOR THE

Folsom Lake College – Phase 2.1 Instructional Building



Prepared by
Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95825

January 2020

**NOTICE OF AVAILABILITY AND NOTICE TO OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE
LOS RIOS COMMUNITY COLLEGE DISTRICT
FOLSOM LAKE COLLEGE – PHASE 2.1 INSTRUCTIONAL BUILDING**

The Los Rios Community College District (District) has prepared an Initial Study pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the Folsom Lake College – Phase 2.1 Instructional Building Project. The District proposes to adopt a Mitigated Negative Declaration ("MND") because the Project construction and operation would not have a significant effect on the environment. This MND and the Initial Study describe the reasons that this Project will not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report under CEQA.

FILE NUMBER: 2020-03 MND

PROJECT TITLE: FOLSOM LAKE COLLEGE – PHASE 2.1 INSTRUCTIONAL BUILDING

PROJECT LOCATION: The proposed Project is located at the Folsom Lake College campus, in Folsom, northeast Sacramento County, California, just north of the intersection of Scholar Way and East Bidwell Street, approximately one mile north of Highway 50 and two miles south of Folsom Lake. Folsom Lake College is located in a primarily suburban area, with commercial use to the south and southwest. The Folsom Lake College address is 10 College Parkway, Folsom, California, and consists of 151.14 acres of land (APN: 072-0270-023). The City of Folsom General Plan Land Use Map designates the Campus as "Public and Quasi-Public Facility." The Project location zoning is designated as Agricultural Reserve District (A-1 A). A regional and Project location map are included as Figures 1 and 2, respectively.

PROJECT DESCRIPTION: The Los Rios Community School District is proposing to construct a new instructional building (Phase 2.1 of the Master Plan) for the expansion of the life and physical sciences departments in the southwest portion of Folsom Lake College, located at 10 College Parkway, Folsom, Sacramento County, California. The area proposed for the new instructional building currently consists of vacant land. The proposed construction, which is still in the design phase, currently includes the construction of one two-story, approximately 48,900 assignable square-foot/75,000 gross square-foot building with instructional, office and support spaces for the chemistry, biology, physical sciences, and career and technical education departments. The proposed Project area and conceptual site plan are included as Figures 3 and 4.

PUBLIC REVIEW PERIOD: As mandated by State law, the minimum public review period for this document is 30 days. The proposed Mitigated Negative Declaration will be circulated for a 30-day public review period, beginning on **Thursday, January 23, 2020** and ending on **Saturday, February 22, 2020**. Copies of the Draft Negative Declaration are available for review at the following location:

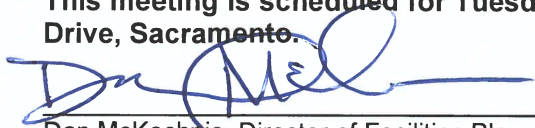
Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95827

Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing **no later than 5:00 pm on Saturday, February 22, 2020** to the Los Rios Community College District at the following address:

Daniel E. Kramer
Petralogix Engineering, Inc.
26675 Bruella Road
Galt, CA 95632

Facsimiles at (209) 604-3719 will also be accepted up to the comment deadline (please mail the original). For further information, contact Daniel Kramer, Professional Geologist, at (209) 400-5729.

A public hearing to receive comments will be held at Los Rios Community College District. This meeting is scheduled for Tuesday, February 11, 2020 at 10:00 a.m. at 3753 Bradview Drive, Sacramento.



Dan McKechnie, Director of Facilities Planning

1-21-20

Date

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APPENDIX B – Biological Resources Assessment

APPENDIX C – Cultural Resources Study

APPENDIX D – Geologic Hazards & Geotechnical Engineering Report

APPENDIX E – Folsom Lake College Phase I
APPENDIX F – Traffic Impact Study

1. PROJECT TITLE

Folsom Lake College – Phase 2.1 Instructional Building

2. LEAD AGENCY NAME AND ADDRESS

Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95827

3. CONTACT PERSONS

Josef Meyer: 916-856-3457

4. PROJECT LOCATION

The proposed Project is located at the Folsom Lake College campus, in Folsom, northeast Sacramento County, California, just north of the intersection of Scholar Way and East Bidwell Street, approximately one mile north of Highway 50 and two miles south of Folsom Lake. Folsom Lake College is located in a primarily suburban area, with commercial use to the south and southwest. The Folsom Lake College address is 10 College Parkway, Folsom, California, and consists of 151.14 acres of land (APN: 072-0270-023). The City of Folsom General Plan Land Use Map designates the Campus as “Public and Quasi-Public Facility.” The Project location zoning is designated as Agricultural Reserve District (A-1 A). A regional and Project location map are included as Figures 1 and 2, respectively.

5. PROJECT SPONSOR'S NAME AND ADDRESS

Los Rios Community College District
3753 Bradview Drive
Sacramento, CA 95827

6. PROJECT DESCRIPTION

The Los Rios Community School District is proposing to construct a new instructional building (Phase 2.1 of the Facilities Master Plan) for the expansion of the life and physical sciences departments in the southwest portion of Folsom Lake College, located at 10 College Parkway, Folsom, Sacramento County, California. The area proposed for the new instructional building currently consists of vacant land. The proposed construction, which is still in the design phase, currently includes the construction of one two-story, approximately 48,900 assignable square-foot/75,000 gross square-foot building with instructional, office and support spaces for the chemistry, biology, physical sciences, and career and technical education departments. The proposed Project area and conceptual site plan are included as Figures 3 and 4.

7. SURROUNDING LAND USES AND SETTING

The proposed Project is located in the southwest and western portions of the Folsom Lake College campus. To the north of the campus is residential housing. To the east is Silberhorn Drive followed by residential housing. To the south-southeast is Scholar Way followed by residential housing, commercial offices, and a church. To the south-southwest is East Bidwell

Street followed by restaurants, commercial businesses, a storage facility, and medical offices. To the west are commercial businesses, offices, schools, and residential housing. The surrounding area is suburban designated primarily as single family, single family high density, multifamily high density, public and quasi-public facility, professional/office, general commercial and regional commercial center according to the City of Folsom General Plan (2018).

8. NECESSARY PUBLIC AGENCY APPROVALS

It is anticipated that the following “typical” permits and compliance may be needed for this Project:

- Los Rios Community College District: Lead agency with responsibility for approving the proposed modernization and expansion of the College Center building. Preparation of a Stormwater Pollution Prevention Plan (SWPPP) to Sacramento County standards. Pollutant Discharge Elimination Permit (Stormwater/Erosion Control) issued by the Sacramento County.
- United States Fish and Wildlife Service – Compliance with the Federal Endangered Species Act: Construction activities would not directly or indirectly adversely affect a federally listed species or its habitat (see Biological Resources section of this document for additional information). Therefore, the proposed Project would not be required to obtain Section 7 clearance from the U.S. Fish and Wildlife Service prior to SRF loan commitment.
- State Historic Preservation Office – Compliance with the National Historic Preservation Act: There are no prehistoric or historic archaeological resources, historic properties, or resources of value to local cultural groups within the Project area. Therefore, the proposed Project would not be required to demonstrate to the satisfaction of the State Historic Preservation Office that the Project complies with Section 106 of the National Historic Preservation Act (see Cultural Resources section of this document for additional information).
- Native American Heritage Commission: Compliance with Assembly Bill 52 (AB 52). Lead agencies consult with Native American tribes who have previously contacted the Lead Agency early in the CEQA planning process. Assembly Bill applies to the Project; however, no tribes have requested notification at this time.
- Sacramento Metropolitan Air Quality Management District (SMAQMD): Air Quality Application for Authority to Construct and/or Permit to Operate.
- County of Sacramento: Preparation of a SWPPP to County of Sacramento standards.

9. PROJECT CONSTRUCTION

Project construction is expected to begin in late 2021 or early 2022 with completion expected by May 2024. The proposed 48,900 asf (75,000 gsf) new instructional building will be a two-story steel-frame structure with concrete slab-on-grade floors supported on the conventional foundation system, with a plan dimension of approximately 37,500 square feet. Associated development is anticipated to include construction of exterior flatwork, landscaping, underground utilities, and two new fire access roads. Based on the site topography, it is likely that earthwork cuts and fills of up to 10 feet in depth will occur. During construction, roadways

will be swept clean as needed and water will be applied to any potential dust-generating materials.

The Project has been designed to eliminate environmental impacts by requiring the following measures:

- Air Quality Mitigation and Permitting through SMAQMD.
- Preparation of a Stormwater Pollution Prevention Plan (SWPPP) to Sacramento County standards.
- Pollutant Discharge Elimination Permit (Stormwater/Erosion Control) issued by the County of Sacramento.

A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control will be implemented to avoid and minimize impacts on the environment during construction.

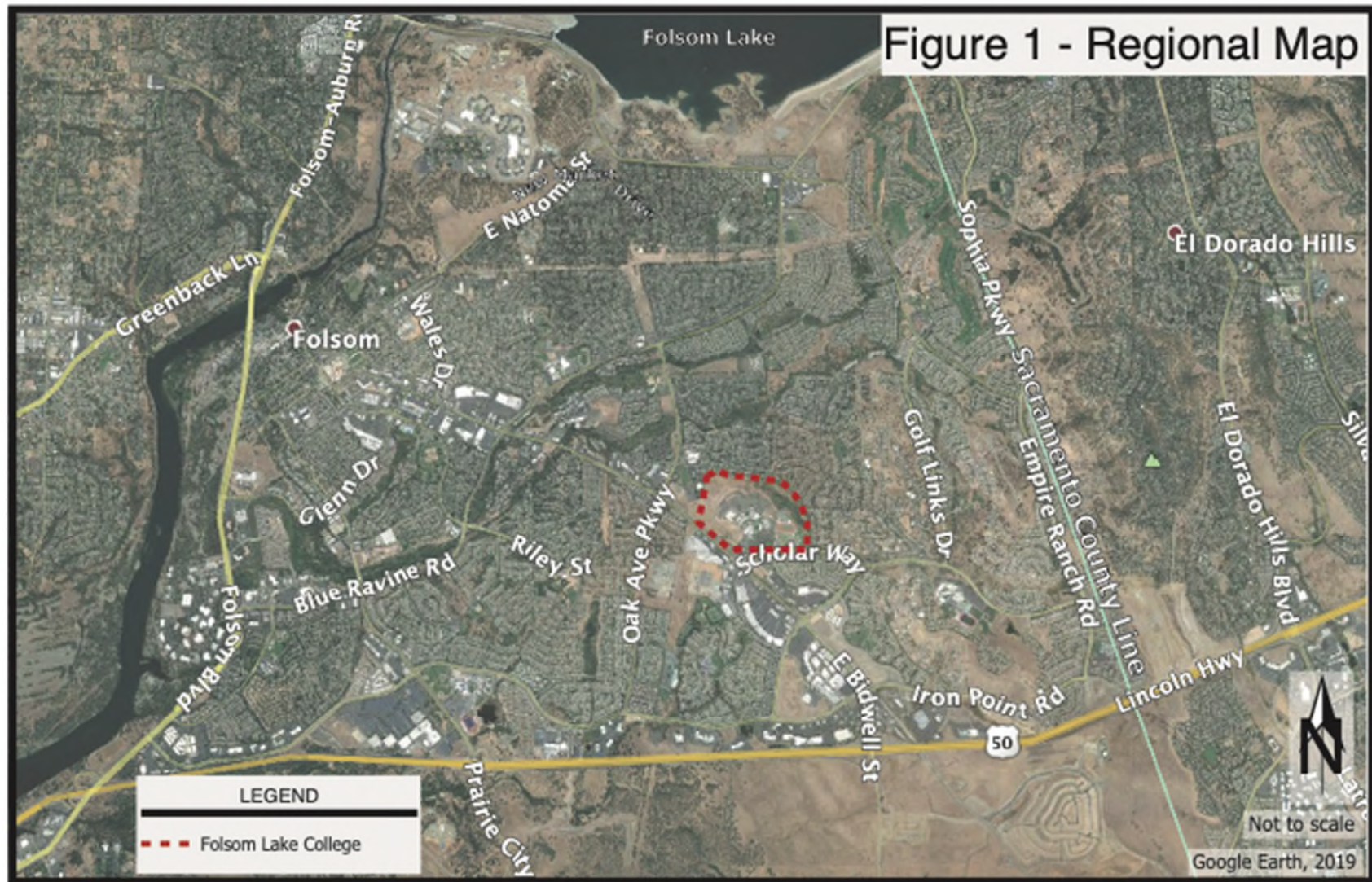


Figure 1 – Regional Map

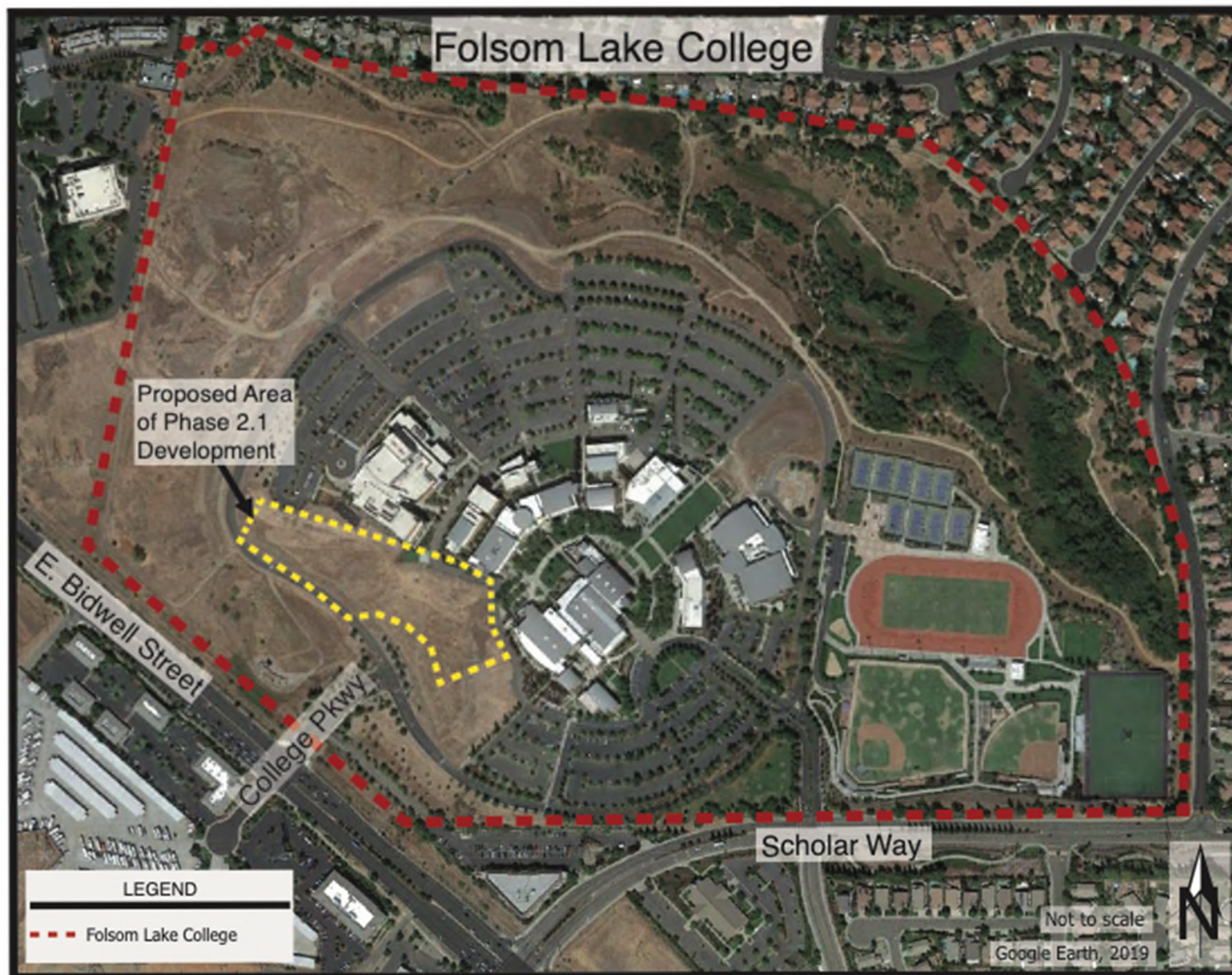


Figure 2 - Campus Map



Figure 3 - Project Extent Map

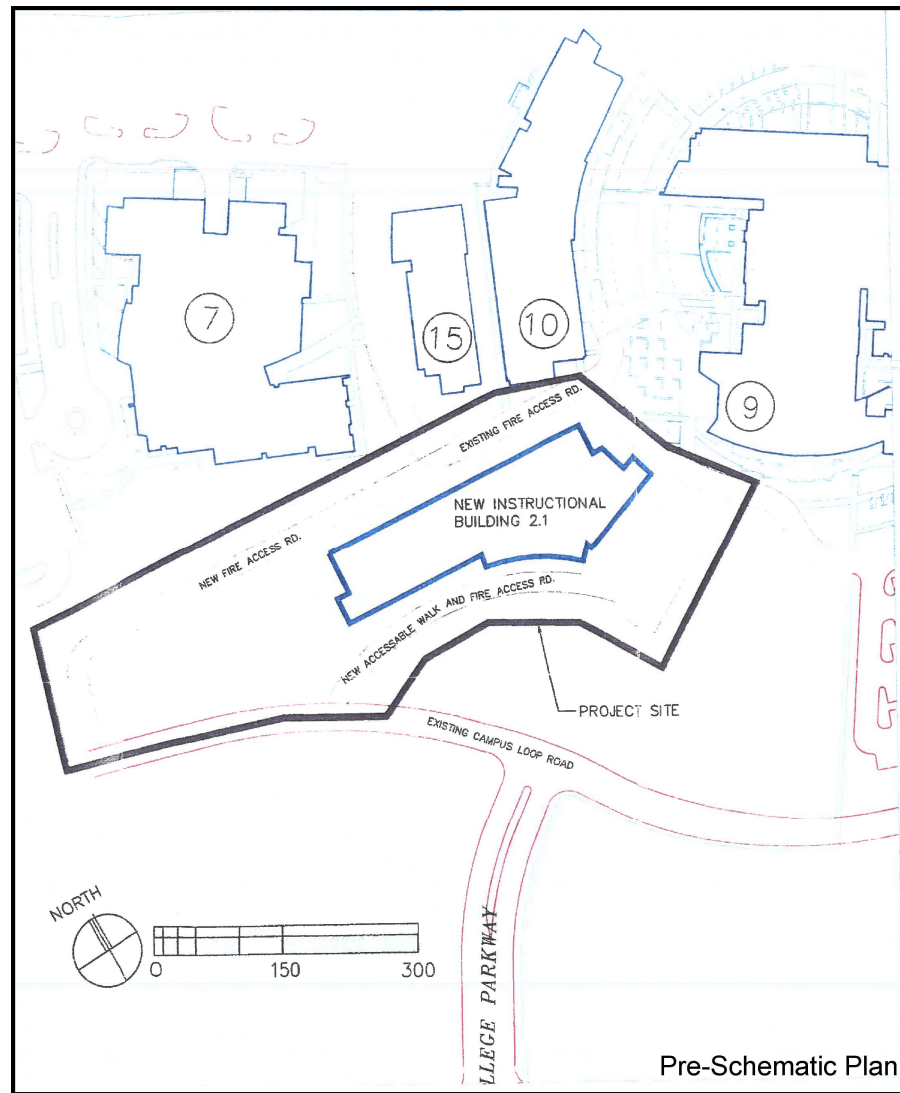


Figure 4 - Conceptual Site Plan

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected					
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology / Soils	<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology / Water Quality	<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

11. ENVIRONMENTAL DETERMINATION

- ☐ I find that the proposed project could not have a significant effect on the environment, and a Negative Declaration will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an Environmental Impact Report is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR 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 proposed project, nothing further is required.



Dan McKechnie, Director of Facilities Planning

1-21-20

Date

12. ENVIRONMENTAL CHECKLIST

I. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** The City of Folsom 2035 General Plan does not identify any scenic vistas within the Project area. Therefore, there is **no impact**.
- b) **No Impact.** No State “designated scenic highways” or “eligible scenic highways” are located within the vicinity of the Project site (California Scenic Highway Program). There are no rock outcroppings located on the Project site; the Project description does not include significant demolition to any existing buildings. This is **no impact**.
- c) **Less Than Significant Impact.** The Project will construct a new instructional building in the vacant southwest portion of the Folsom Lake College campus. The Folsom Lake College is currently an operational campus; the addition of a new instructional building will not alter the existing visual character of the site or its surroundings. The proposed new instructional building architecture will tie in visually with the current theme of the Campus. Therefore, this is a **less than significant impact**.
- d) **Less Than Significant Impact.** The construction of a new instructional building at the Folsom Lake College campus will have the appropriate level of outdoor lighting for the convenience and security of the public and Campus employees during any nighttime activities. Any additional exterior lighting will be appropriately directed to the immediate campus property, and not toward adjacent properties, roadways, or future land uses. Nighttime lighting for the campus is currently present on the site. The light and glare associated with the Project will remain within the Project environment; this impact is therefore considered **less than significant**.

II. Agricultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:</i>				
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 in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant Impact.** According to the California Department of Conservation's (DOC) Sacramento County Important Farmland 2018 map, the developed portion of Folsom Lake College is identified as "Urban and Built-Up Land" and the surrounding undeveloped portion, including the southwest portion planned for the new instructional building construction, is designated as "Farmland of Local Importance." "Farmland of Local Importance" is land that could potentially be Farmland but currently is not. The Project site is already a Campus and the City of Folsom 2035 General Plan Land Use Map designates the Campus as "Public and Quasi-Public Facility." Therefore, Farmland is not being converted, and this is a **less than significant impact**.

b) **No Impact.** The Project location zoning is designated as Agricultural Reserve District (A-1 A). This includes the developed portion of the Folsom Lake College. The City of Folsom 2035 General Plan Land Use Map designates the Campus as "Public and Quasi-Public Facility." The development of a new instructional building in the southwest portion of the existing Campus does not conflict with existing zoning or a Williamson Act contract. This is **no impact**.

c-e) **No Impact.** The Project is not in conflict with existing forest land zoned for Timberland Production. No loss of forest land would result from the Project. The Project would not change the environment in a way that could result in the conversion of Farmland to non-agricultural use. This is **no impact**.

III. Air Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed Project site is located within Folsom, in Sacramento County. The Project site lies within the Sacramento Valley Air Basin (SVAB) which is within the jurisdictional boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Air quality is monitored, evaluated, and regulated by federal, state, regional, and local regulating agencies, including the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), as well as SMAQMD. The Sacramento Valley's relatively flat topography and bowl shape is surrounded by elevated terrain, and its meteorological conditions are ideal for trapping air pollution and producing harmful levels of air pollutants, such as ozone and particulate matter. Sacramento County does not attain the following state and federal ambient air quality standards:

1-hour state ozone standard
 8-hour federal and state ozone standards
 24-hour federal particulate matter PM_{2.5}
 24-hour and annual state particulate matter federal PM₁₀

Therefore, for Sacramento County, the criteria pollutants of greatest concern are ozone precursors which include reactive organic gases (ROG) and nitrogen oxides (NO_x) along with particulate matter PM_{2.5} (24 hour) and PM₁₀ (24 hour and annual state).

Standards of Significance

In accordance with Sacramento Metropolitan Air Quality Management District's Guide to Air Quality Assessments in Sacramento County, December 2009, as revised July 2019, a Project is considered to have a significant air quality impact if any of the following quantitative conditions occur:

- Ozone: The Project will increase nitrogen oxide (NO_x) levels above 85 pounds per day for construction phases and/or the Project increases either ozone precursors nitrogen oxide (NO_x) or reactive organic gases (ROG) above 65 pounds per day for operational phases;

- Particulate Matter (PM_{2.5}): The Project will increase 82 pounds per day and 15 tons per year despite employment of all best available management practices during either construction or operational phases;
- Particulate Matter (PM₁₀): The Project will increase 80 pounds per day and 14.6 pounds per year despite employment of all best available management practices during either construction or operational phases;
- Expose sensitive receptors to excessive nuisance odors as defined by SMAQMD Rule 402; or
- Contribute to localized concentrations of air pollutants at nearby receptors that would exceed applicable ambient air standards.

a-b) **Less Than Significant Impact with Mitigation Incorporated.** The proposed Project site is located within the jurisdictional boundaries of the SMAQMD. According to SMAQMD, the procedure for assessing construction and operation emission impacts should be analyzed using the CalEEMod 2016.3.2 impact calculator. A CalEEMod analysis was conducted by Petralogix Engineering, Inc. for the proposed Project using the following Project characteristics: Sacramento County, Climate Zone 6, 3.5 m/s Wind Speed, 58 days Precipitation Frequency, SMUD Utility Company, 1.72 lot acreage, and 75,000 building square footage. The current Project would construct new instructional building for the expansion of the life and physical sciences departments; the area proposed for construction currently consists of vacant land. Where Project-specific parameters are unknown, the default values in CalEEMod are used as they provide a conservative estimate of emissions. The CalEEMod results are available for review in Appendix A.

ASSESSMENTS AND FINDINGS

Long-Term Operational Emissions. Long-term operational impacts to air quality are greatly determined by land uses and vehicle travel associated with these uses. The life and physical science programs cannot meet student demands for additional sections due to limited space. The project would provide a new Life and Physical Sciences building that would accommodate new classrooms, offices, and facilities in a manner consistent with the Folsom Lake College Master Plan. The project is currently in the conceptual design phase (15 to 25 percent); the new building would be no greater than 75,000 square feet and would be multi-story. The project is anticipated to meet a growth in student enrollment, therefore, a Traffic Impact Study for *Los Rios Community College District, Folsom Lake College Phase 2.1* (KDAAnderson & Associates, Inc., January 10, 2020 (Appendix F) was performed for the site. The California Emissions Estimator Model (CalEEMod) was used to estimate the projects long-term emissions. The trip generation data used by KDA was incorporated into the CalEEMod model; KDA utilized the most recent Trip Generation Model, 10th Edition publication provided by the Institute of Transportation Engineers (ITE) publication. The ITE Trip Generation Manual trip generation rates for the land use category 540, “Community College”, have been applied to the CalEEMod model, with a daily trip generation rate of 20.25, which is consistent with the Traffic Impact Study. The new building is not anticipated to accommodate weekend classes. Detailed CalEEMod results are shown in Appendix A, with a summary of long-term operation project emissions presented in the table below:

Table A-1. Estimated Operational Air Pollutant Emissions.

Pollutant	Sac Metro Thresholds (tons/year)	Sac Metro Thresholds (lbs/day)	Unmitigated Emissions		Mitigated Emissions	
			(tons/year)	(lbs/day)	(tons/year)	(lbs/day)
NO _x	—	65	1.0596	8.6498	1.0577	8.6343
ROG	—	65	0.5759	4.7012	0.5757	4.6996
PM ₁₀	14.6	80	0.7759	6.3334	0.7758	6.3331
PM _{2.5}	15	82	0.2176	1.7763	0.2175	1.7755

As shown in the table above, the proposed project would not exceed any criteria pollutant emissions thresholds of significance established by SMAQMD. SO₂ operational emissions are very low (0.00869 tons/year or 0.0709 lb/day) and are therefore of little concern. A cumulative significant impact for CO does not already exist in this region and CO emissions (2.4817 tons/year or 20.2588 lb/day) would not result in localized CO concentration above the SMAQMD thresholds. The operational period emissions for the project (Appendix A) are all below the thresholds of significance.

The proposed new instructional building at the Folsom Lake College campus would be designed to meet Leadership in Energy and Environmental Design (LEED) Silver certification or equivalent. LEED focuses on encouraging a more sustainable approach to the way buildings are designed, constructed, and operated. There are five categories evaluated to achieve LEED certification: sustainability, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. The energy and atmosphere category focuses on energy performance of main systems, and requires that the building uses at least 10 percent less energy than the U. S. Green Building Council baseline. Therefore, the new building will be energy efficient. Energy consumption will not be wasteful, inefficient, or unnecessary.

Short Term, Construction Phase Emissions. Short-term construction impacts to air include the emissions related to construction workers accessing the site, emissions from construction equipment and grading, and emissions related to the application of architectural coatings. The screening criteria used by the SMAQMD to assess and identify Projects which may have less than significant construction impacts include Projects that are 35 acres or less in size generally will not exceed the District's construction NO_x threshold of significance and which do not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast paced, or involves more than 2 phases occurring simultaneously;
- Involve cut-and-fill operations; and
- Require import or export of soil materials that will require a considerable amount of haul truck activity.

The proposed Project generally meets these screening criteria. Folsom Lake College Instructional Building - Geotechnical Engineering and Geologic Hazards Report performed

by Mid Pacific Engineering, Inc. (MPE, 2020) for the Project indicates the soil onsite is suitable for use as engineered fill material. Short-term emissions for this Project are considered to be related to the construction phase of the Project. Of the many emissions generated during this type of construction, however, Ozone, PM₁₀ and PM_{2.5} are considered the pollutants of greatest concern. PM₁₀ emitted throughout the construction Project can vary greatly, contingent on the level of activity, the specific operations, the equipment utilized, and other factors, making quantification difficult. The SMQAMD has adopted a set of Fugitive Dust Rules, collectively called Rule 403 which specifically address fugitive dust generated by construction related activities. The California Emissions Estimator Model (CalEEMod) was used to estimate the Projects short term construction emissions. Detailed CalEEMod results are shown in Appendix A, with a summary of short-term operation Project emissions presented in the table below:

Table A-2. Estimated Construction Air Pollutant Emissions.

Pollutant	Sac Metro Thresholds (tons/year)	Sac Metro Thresholds (lbs/day)	Unmitigated Emissions		Mitigated Emissions	
			(tons/year)	(lbs/day)	(tons/year)	(lbs/day)
NO _x	—	85	1.2840	19.7295	1.2840	19.7295
ROG	—	—	0.5141	69.7520	0.5141	69.7520
PM ₁₀	14.6	80	0.0842	6.6262	0.0842	6.6262
PM _{2.5}	15	82	0.0616	3.6744	0.0616	3.6744

Note: lb/day reported are peak daily totals

Both the mitigated and unmitigated values for NO_x, ROG, PM₁₀, and PM_{2.5} are below the threshold of significance. SO₂ emissions during the construction phase remain the same with mitigation and are very low (0.00254 tons/year or peak daily total 0.0275 lb/day) and are therefore of little concern. A cumulative significant impact for CO does not already exist in this region and CO emissions (1.3018 tons/year or peak daily total 14.8814 lb/day) is considered low.

The analysis provided the maximum daily emissions for unmitigated construction, mitigated construction, unmitigated operational, and mitigated operational. As discussed below, after **Mitigation Measure Air – 1 and Mitigation Measure Air – 2** is implemented, impacts to air quality will be **less than significant with mitigation**.

Air Quality Mitigation 1

The District shall not begin construction activities until first securing appropriate permits from the Sacramento Metropolitan Air Quality Management District.

Air Quality Mitigation 2: The following procedures will be adhered to by the construction contractor(s) in accordance with Air District Rule 403 and Enhanced Fugitive Dust Control Practices:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Soil Disturbance Areas:

- Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- Install windbreaks (e.g. plant trees, solid fencing) on windward side(s) of construction areas.
- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

Based on the highest estimated emissions, evaluated per the SMAQMD Thresholds of Significance; the implementation of **Mitigation Measure Air 1**, which requires appropriate permitting with the SMAQMD prior to construction; and the implementation of **Mitigation Measure Air 2**, which incorporates control of fugitive dust required by District Rule 403, and Enhanced Fugitive Dust Control Practices, the Project Construction impacts to air quality will be **less than significant with mitigation**.

Additional **Air Quality Mitigation Measures (3-5)** required by Sac Metro during construction which will be implemented include the following:

Air Quality Mitigation 3 - Rule 414: Boilers and Process Heater Requirements

The developer or contractor is required to install water heaters rated less than 1,000,000 BTU per hour.

Air Quality Mitigation 4 - Rule 442: Architectural Coatings Requirements

The developer or contractor is required to use coatings which comply with volatile organic compound content limits as specified in the rule.

Air Quality Mitigation 5 - Rule 460: Adhesive and Sealants

The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

- c) **Less Than Significant Impact.** Sensitive receptors in the vicinity include the existing Campus where the proposed Project is located and surrounding residential homes. Since the proposed Project does not exceed any of the threshold criteria established by SMAQMD, it is not anticipated there would be a change in substantial pollutant concentrations. This is a **less than significant impact**.
- d) **No Impact.** The proposed Project does not include any activities that would result in objectionable odors. Therefore, this is **no impact**.

IV. Greenhouse Gas Emissions

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change is a global problem. Pollutants with localized air quality effects have generally short atmospheric lifetimes (approximately 1 day), greenhouse gas (GHG) emissions persist in the atmosphere for long enough periods of time (1 year to several thousand years) to be dispersed around the globe. The amount of GHGs required to ultimately result in climate change is not precisely known. What is known is that the amount is enormous, and no single Project would measurably contribute to noticeable incremental change in the average global temperature. 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). There are other GHGs, such as chlorofluorocarbons, hydrofluorocarbons, and sulfur hexafluoride, however, these are less of a concern since construction and operational activities associated with land use development Projects are not likely to generate these in substantial quantities. To quantify GHG, a standard of "CO₂-Equivalent" or CO₂E is used. Carbon dioxide equivalency (CO₂E) refers to the amount of mixed GHGs that would have the same global warming potential when measured over a specified timescale (generally 100 years).

California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. These regulations include, but are not limited, to the following:

- **Assembly Bill (AB) 32.** The California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020 – which is a reduction of approximately 15 percent below emissions from "business as usual" scenarios. AB 32 directs ARB to develop and implement regulations that reduce statewide GHG emissions.
- **Executive Order S-3-05.** This order establishes GHG emission reduction targets for California and directs the CAL-EPA to coordinate oversight efforts. The targets, which were 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.
- **Senate Bill 375.** Senate Bill (SB) 375 was enacted in order to align regional transportation planning efforts, regional GHG reduction targets, and land use and house allocation. SB 75 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in the MPOs Regional Transportation Plan.

- **Executive Order B-30-15.** This order requires that greenhouse gas emissions in California are reduced by 40 percent below 1990 levels by 2030, and below 1990 levels by 2050.

THRESHOLDS OF SIGNIFICANCE

For this analysis, SMAQMD's recommended thresholds of significance are as stated:

- A significant impact would result if the proposed Project would result in the emission of GHG gases (CO₂E) in excess of 1,100 metric tons per year for either the construction period or operational phase of the Project.

a) **Less Than Significant Impact with Mitigation Incorporated.** The construction of the Project would provide a new Life and Physical Sciences building that would accommodate new classrooms, offices, and facilities in a manner consistent with the Folsom Lake College Master Plan. The project is currently in the conceptual design phase (15 to 25 percent); the new building would be no greater than 75,000 square feet and would be multi-story. The project would create short-term, small impacts on GHG emissions from construction trips and equipment. Based on the CalEEMod Air Quality Model results (Appendix A), the proposed project construction GHG emissions will generate approximately 215.6851 metric tons per year of CO₂ equivalent unmitigated and 215.6848 CO₂E mitigated. This is below the SMAQMD's threshold of 1,100 metric tons per year. This is considered less than significant.

The long-term operations of the new instructional building at Folsom Lake College create long-term, impacts on GHG emissions. Based on the CalEEMod Air Quality Model results (Appendix A), the proposed project, once operational, will generate approximately 1,086.9176 metric tons per year of CO₂ equivalent unmitigated and 1,072.7234 metric tons of CO₂ equivalent mitigated. This is below the SMAQMD's threshold of 1,100 metric tons per year. This is considered less than significant. As discussed in the Air Quality section above, the Los Rios Community College District is committed to meet the LEED silver or equivalent, which focuses on encouraging a more sustainable approach to the way buildings are designed, constructed, and operated. The LEED energy and atmosphere category focuses on energy performance of main systems and requires that the building uses at least 10 percent less energy than the U. S. Green Building Council baseline. Furthermore, there will be a slight reduction of GHG impacts with implementation **Mitigation Measure GHG – 1 and Mitigation Measure GHG – 2**. This is considered **less than significant**.

Mitigation Measure GHG – 1

- **A minimum of forty new trees will be planted post construction.**

Mitigation Measure GHG – 2

- **A minimum of five bike racks will be installed post construction, and in accordance with the Essentials of Bike Parking publication for preferred bike styles as recommended by SMAQMD.**

b) **Less Than Significant Impact.** The proposed Project is not anticipated to conflict with any policy or regulation adopted for the purposes of GHG reduction. This is a less than significant impact. The Sacramento County Climate Action Plan has adopted policies

addressing climate change (CAP, 2011), however, it is anticipated that the proposed Project would not conflict with these policies. The new instructional building would be designed to exceed current energy efficiency standards, which will further reduce GHG emissions associated with a new building. No significant conflict with GHG reduction policies is anticipated, therefore, there is a **less than significant impact**.

V. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Moore Biological Consultants prepared a biological assessment (included in Appendix B) of the proposed Project site and how the Project could affect the environment within and adjacent to the sites. Their report includes biological assessment for potentially regulated Waters of the U.S. and wetlands, Federal and State special-status species, or potentially suitable habitat for species within the Project site, in accordance with the Federal Endangered Species Act (FESA), the Clean Water Act (CWA), the Rivers and Harbors Act, the Migratory Bird Species Act (MBTA), the California Endangered Species Act (CESA), the California Environmental Quality Act (CEQA), the Fish and Game Code of California, the Porter-Cologne Water Quality Control Act, and the California Native Plant Protection Act. The results of their assessment are hereby incorporated by reference (Moore Biological Consultants, 2020).

Moore Biological Consultants utilized the California National Diversity Database (CNDDDB) to identify wildlife and plant species that have been previously documented in the Project vicinity or that have the potential to occur based on suitable habitat and geographical distribution. They also conducted a field survey of the proposed Project site, which included an assessment of

potentially jurisdictional waters of the U.S., special-status species, and suitable habitat for special-status species.

- a) **Less Than Significant Impact with Mitigation Incorporated.** The Folsom Lake College campus primarily consists of developed areas and areas of landscaping that are biologically unremarkable. The Project site proposed for a new instructional building is an open grassland area on a sloping hillside and is also biologically unremarkable. Due to the lack of suitable habitat, it is unlikely that special-status plants occur in the site (Moore Biological Consultants, 2020). The Project would not significantly modify, either directly or indirectly, habitats of any species identified as candidate, sensitive, or special status. Special-status species are plants and animals that are legally protected under the CESA, FESA, or other regulations.

The Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. 1531-1543) and subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems upon which they depend. Section 7 of FESA requires Federal agencies to ensure that the actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. Critical habitat is areas mapped by United States Fish and Wildlife Service (USFWS) as being critical to maintain and/or manage in a relatively natural state for the recovery of a listed species. The site is not within designated critical habitat for any federally listed species.

The California Endangered Species Act (CESA) (Fish and Game Code 2050 et seq.) establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species, if reasonable and prudent alternatives are available that would avoid jeopardy. The CDFW is required to issue a written finding indicating if a project would jeopardize threatened or endangered species and specifying reasonable and prudent alternatives that would avoid jeopardy.

CEQA Guidelines Section 15380 provides that a species not listed under the FESA or CESA may be considered rare or endangered under specific criteria. These criteria have been modeled after the definitions in FESA and CESA.

While the Project site may have provided habitat for special-status wildlife species at some time in the past, development has substantially modified natural habitats in the greater Project vicinity, including those within the Folsom Lake College campus. Of the wildlife species identified in the CNDDDB search, Swainson's hawk is the only species with potential to occur in the Project site on more than a transitory or very occasional basis (Moore Biological Consultants, 2020).

The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The Migratory Bird Treaty Act and Fish and Game Code of California protect Swainson's hawk year-round as well as their nests during nesting season (March 1 through September 15). No Swainson's hawks were observed during the survey performed by Moore Biological Consultants; however, this survey was conducted outside of the nesting season for this species. The grassland in the Project site provides suitable foraging habitat for Swainson's hawk, although any use of this area by foraging Swainson's hawks is unknown. Due to the relatively small size of the site, surrounding development, and

presence of other larger open fields in the greater Project vicinity providing high quality forwarding habitat, it is unlikely Swainson's hawks forage in the site on more than an occasional basis. Swainson's hawks may use relatively larger trees in and near the Campus for nesting. However, as most of the trees in close proximity to the site are relatively small ornamentals, it is unlikely Swainson's hawks nest in close enough proximity to the site to be disturbed by construction activities. However, Swainson's hawks can be disturbed if loud and intensive construction activities occur in close proximity to their nests. Even though the site is on a busy Campus in an urban setting, loud construction activities such as pavement grinding or jackhammering could result in disturbance to Swainson's hawks, if any, nesting in or near the site (Moore Biological Consultants, 2020).

Implementation of the following mitigation measure would reduce the above-identified impacts to biological resources to a **less than significant** level.

Biological Resources Mitigation Measure 1 - Preconstruction Survey Requirements

A qualified biologist shall conduct a preconstruction survey for nesting Swainson's hawks within 0.25 miles of the Project site if construction commences between March 1 and September 15. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. This determination should be pursuant to criteria set forth by CDFW (CDFG, 1994) and the Swainson's Hawk Technical Advisory Committee (SHTAC) survey guidelines (Moore Biological Consultants, 2020).

Removal of vegetation may affect nesting birds protected by the federal Migratory Bird Treaty. In order to reduce any potential impacts to nesting migratory birds to a **less than significant** level, Biological Resources Mitigation Measure 2 is required:

Biological Resources Mitigation Measure 2 - Preconstruction Nesting Bird Survey

On-site trees, shrubs, and grasslands may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California. A qualified biologist shall conduct a preconstruction nesting bird survey if vegetation removal and/or Project construction occurs between February 1 and August 31. If active nests are found within the survey area, vegetation removal and/or Project construction should be delayed until a qualified biologist determines nesting is complete (Moore Biological Consultants, 2020).

- b) **No Impact.** The proposed Project will have no adverse impacts on sensitive or regulated habitat because the Project site itself is devoid of native riparian vegetation or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS (Moore Biological Consultants, 2020). Therefore, there is **no impact**.
- c) **Less than Significant Impact.** There are no potentially jurisdictional Waters of the U.S. or wetlands in the site. The site consists of an open grassland field on a sloping hillside. Specifically, Moore Biological Consultants (2020) observed no relatively permanent or intermittent drainages, vernal pools, seasonable wetlands, marshes, ponds, lakes, or riparian wetlands of any type within or adjacent to the Project site. The proposed Project will be subject to the Construction General Permit and the implementation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce impacts to waterways and sources. Therefore, this is a **less than significant impact**.
- d) **Less than Significant Impact.** The Project site planned for the new instructional building is not located on or adjacent to a waterway. The proposed Project will not interfere

substantially with the movement of any other 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. The proposed Project will be subject to the Construction General Permit and the implementation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce impacts to waterways and sources. Therefore, this is a **less than significant impact**.

- e) **No Impact.** The proposed Project will not result in the removal of any trees or shrubs. This is considered **no impact**.
- f) **No Impact.** The Project will not conflict with an adopted Habitat Conservation Plan or Natural Conservation Community Plan, as the site is not located within a natural Habitat. Therefore, this is **no impact**.

VI. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Solano Archaeological Services (SAS) completed a Cultural Resources Study (January 2020) in support of environmental review of the proposed Project under CEQA (included as Appendix C). The investigation included a record search, literature review, historical society consultation, Native American consultation, and a field survey. The report findings are summarized below.

- a) **Less than Significant Impact.** SAS conducted a records search (IC No. SAC-20-3) on January 2, 2020 at the North Central Information Center (NCIC) of the California Historical Resources Information System for the Project site and within a one-half mile radius of the Project area. The records search results indicate one previously documented historic-era cultural resource, the Folsom Mining District. The Folsom Mining District was originally described as Chinese mining tunnels by K.G.S. in 1969. Multiple subsequent updates added numerous mining features to this district including several huge dredge fields, massive tailings piles, buildings, mines, tunnels, canals, camps, cemeteries, and other related features. All of the structures and features are functionally related but, were built and modified over multiple time periods. In 1995 S.G. Lindstrom recommended some of the features and dredge fields within the district eligible under National Register of Historic Places (NRHP) and CRHR criteria (SAS, 2020). In addition, five resources were documented within a one-half mile radius of the Project area. A survey conducted by SAS on January 3, 2020 did not observe any pre-contact cultural resources, historic-era artifacts, evidence of mining activity, or any other cultural resources. SAS recommends no further management. This is a **less than significant impact**.
- b) **Less than Significant with Mitigation Incorporated.** A significant impact would occur if the Project causes a substantial adverse change to an archaeological resource through demolition, construction, conversion, rehabilitation, relocation, or alteration. No archaeological resources were identified within the Project area (SAS, 2020). However, archaeological resources may exist within the Project area. In the event that archaeological resources are observed during Project construction-related activities, **Mitigation Measure CR-1** is in place to reduce impacts to a less than significant level. Therefore, the impact on archaeological resources is considered **less than significant** with mitigation incorporated.

Cultural Resources Mitigation Measure 1

Should buried, unforeseen archaeological deposits be encountered during any Project construction activity, work must cease within a 50-foot radius of the discovery. If a potentially significant discovery is made, it must be treated in accordance with 33 CFR 325, which

generally states that the lead federal agency (in this case the U.S. Army Corps of Engineers) must be notified immediately of the find to ensure that mitigation/management recommendations are developed.

- c) **Less than Significant with Mitigation Incorporated.** A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb previously interred human remains. Implementation of **Mitigation Measure CR-2** would ensure that human remains encountered during Project activities are treated in a manner consistent with state law and reduce impacts to human remains to a less than significant level as required by CEQA. This would occur through the respectful coordination with descendant communities to ensure that the traditional and cultural values of said community are incorporated in the decision-making process concerning the disposition of human remains that cannot be avoided. The implementation of these mitigation measures would reduce this potential impact to a less than significant level.

Cultural Resources Mitigation Measure 2

In the event that human remains or any associated funerary artifacts are discovered during Project construction, all work must cease within the immediate vicinity of the discovery. In accordance with the California Health and Safety Code (Section 7050.5), the Sacramento County Sheriff/Coroner must also be contacted immediately. If the remains are deemed to be Native American, the coroner must notify the NAHC within 24 hours, which will in turn appoint and notify a Most Likely Descendent (MLD) to act as a tribal representative. The MLD will work with a qualified archaeologist to determine the proper treatment of the human remains and associated funerary objects. Construction activities will not resume until the human remains are exhumed and official notice to proceed is issued.

VII. Energy

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project or construction operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

Energy resources in California include electricity from renewable and non-renewable forms, natural gas, and petroleum.

- a) **Less than Significant Impact.** The Los Rios Community College District is committed to designing sustainable, energy efficient buildings. The proposed new instructional building at the Folsom Lake College campus will be designed to meet Leadership in Energy and Environmental Design (LEED) Silver certification or equivalent. LEED focuses on encouraging a more sustainable approach to the way buildings are designed, constructed and operated. There are five categories evaluated to achieve LEED certification: sustainability, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. The energy and atmosphere category focuses on energy performance of main systems, and requires that the building uses at least 10 percent less energy than the U. S. Green Building Council baseline. Therefore, the new building will be energy efficient. Energy consumption will not be wasteful, inefficient, or unnecessary. Construction energy consumption is associated with the construction equipment and vehicles. The proposed Project will require construction equipment and vehicles to limit idling time to 5 minutes or less. Therefore, fuel consumption associated with the proposed Project would not result in an inefficient, wasteful, or unnecessary consumption of energy resources during Project construction. In addition, the Project plans call for construction waste management practices that include recycling and/or salvage for reuse a minimum of 50 percent of the non-hazardous construction waste. This is considered a **less than significant impact**.
- b) **Less than Significant Impact.** The City of Folsom 2035 General Plan has a goal to promote, and where appropriate, require sustainable building practices, including the construction of buildings that consume less energy. The proposed new instructional building at the Folsom Lake College campus will be designed to meet LEED Silver certification or equivalent and will thus be energy efficient, and will not be in conflict with the City of Folsom energy plan. This is a **less than significant impact**.

VIII. Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion, or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

Mid Pacific Engineering, Inc. (MPE) completed a Geologic Hazards and Geotechnical Engineering Report (included in **Appendix D**) for the proposed new instructional building at Folsom Lake College, dated January 15, 2020. The Project proposes to construct a new instructional building in the southwest portion of the Folsom Lake College campus. The proposed building will be a two-story, steel-frame structure with concrete slab-on-grade ground floors supported on the conventional foundation system. It is assumed that the loads will be relatively light to moderate. Associated improvements with the building will include construction of underground utilities, exterior flatwork, and landscaping. The purpose of MPE's report was to investigate the site, soil, groundwater, geologic and seismic conditions at the Project site, and to prepare Geologic and Geotechnical Engineering conclusions and recommendations.

The Geologic Hazards and Geotechnical Engineering Report prepared by MPE (2020) for the proposed Project consisted of two borings drilled to depths of 20.5 to 41.25 feet below ground surface (bgs) within the footprint of the proposed building, and 12 test pits excavated to depths of 3 to 9.5 feet bgs both within the proposed building footprint and surrounding improvement area. Groundwater was not observed in any test pits or borings (maximum depth 41.24 feet bgs). Loose fill soils were encountered in both borings and in nine test pits excavated. Fill soils consisted of silty, sandy, fine to coarse gravel, with cobbles and extend to depth of approximately ½ to 5 feet bgs. The native soils encountered consist of predominantly sandy, clayey silts and silty, clayey sands and extend to depths of 1½ to 6½ feet bgs. These soils are

underlain by completely to highly weathered andesite (volcanic rock) and highly to slightly weathered basalt (volcanic rock)(MPE, 2020).

A Review of the Sacramento County Groundwater Elevation Maps indicates that the highest groundwater elevation was 150 feet above mean sea level (msl) in 2004. Considering the lowest site elevation 380 feet msl, it is anticipated that the groundwater at the Project site is deeper than 200 feet bgs (MPE, 2020). This is consistent with MPE's field observations (i.e., groundwater depth greater than 41 feet bgs). The California Geological Survey (CGS) Preliminary Geologic Map of the Sacramento 30'x60' Quadrangle, California, indicates the Project site is underlain by the Jurassic unit of the Copper Hill Volcanics, described as mafic to andesitic pyroclastic rocks, lava and pillow lava with felsic pyroclastic and porphyritic rocks. The United States Department of Agriculture, Natural Resources Conservation Service website indicates the site is underlain by Argonaut-Auburn complex, 3 to 8 percent slopes. The Argonaut soil is moderately deep, well-drained, has very slow permeability, and formed in material weathered from meta-andesite and metamorphic rocks. The Auburn soil is shallow or moderately deep, well drained, has moderate permeability, and formed in material weathered from metabasic and metasedimentary rocks. The subsurface conditions encountered in the MPE test pits and borings were generally consistent with those typically mapped as volcanic rock (MPE, 2020).

a) **Less than Significant Impact.**

- i. **Less than Significant Impact.** The Project area is not listed within a State designated Alquist-Priolo Earthquake Fault Zone. There are no mapped surface or subsurface faults that traverse the Project area per review of Fault-Rupture Hazard Zones in California, Special Publication 42 (MPE, 2020). The Project site is not located across a known mapped fault trace, and there was no indication of surface rupture or fault-related surface disturbance at the site during MPE's review of aerial photographs, site reconnaissance, or geotechnical investigation (MPE, 2020). Therefore, MPE concluded that the potential of fault-related surface rupture at the Project site is low (MPE, 2020). This is considered a **less than significant impact**.
- ii. **Less than Significant Impact.** As stated above, the proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone. The California Building Code Site Classification for the proposed Project site is C, and the site modified peak ground acceleration is 0.21g (MPE, 2020). In general, strong ground shaking from an earthquake is the cause of most seismic ground shaking damage. Several active faults are mapped within 62 miles/100 kilometers of the Project site, including the Hunting Creek-Berryessa fault system, Great Valley fault system, Foothills fault system, and the Green Valley fault. Rupture of these faults would contribute to the peak ground accelerations potentially experienced at the Project site. Although the Project site is located within an area of moderate seismic activity, design of the structure in conformance with the 2019 edition of the California Building Code (Title 24 of the California Code of Regulations, Chapter 16A), should be sufficient to prevent significant damage from ground shaking during seismic events resulting from movement on any of the faults or fault systems discussed in this report (MPE, 2020). This is a **less than significant impact**.
- iii. **Less than Significant Impact.** Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless soils as a result of strong ground shaking during earthquakes. The potential for liquefaction at a site is usually determined based on the results of a subsurface geotechnical investigation and

the groundwater conditions beneath the site. Hazards to buildings associated with liquefaction include bearing capacity failure, lateral spreading, and differential settlement of soils below foundations, which can contribute to structural damage or collapse. The California Geologic Survey (CGS) has designated certain areas within California as potential liquefaction hazard zones. The Project site is not mapped within a State Designated Seismic Hazard Zone for liquefaction (MPE, 2020). Considering that the historic depth to groundwater is deeper than 200 feet, and site soil conditions (volcanic rock), the potential for soil liquefaction beneath the site was determined to be very low by MPE (2020). Since the potential for liquefaction at the Project site is determined to be very low, the potential for liquefaction-induced lateral spreading is also low. Further, based on the fact that the Project site is underlain by volcanic rock, and loose fill soils will be recompacted, the potential for site seismically induced ground subsidence or dry sand seismic settlement is very low (MPE, 2020). This is a **less than significant impact**.

- iv. **No Impact.** The Project area is not located in a Landslide Hazard Zone as designated by the State of California. In addition, given the gently sloping topography at the Project site, the potential for the development of landslides or slope instability is negligible (MPE, 2020). Furthermore, no permanent site excavations into the underlying rock are anticipated, and all fills constructed during grading will be properly keyed, benched and compacted as recommended MPE's report (2020). Therefore, **no impact** related to landslides are anticipated.
- b) **Less than Significant with Mitigation Incorporated.** According to MPE (2020), the near-surface on-site soils generally consist of silty sands and sandy silts. It is the opinion of MPE that the undisturbed soils may be susceptible to erosion by surface run-off that occurs during intense rainfall. Implementation of **Geology and Soils Mitigation 1** would decrease any impacts related to surface erosion from run-off to a **less than significant** level.

Geology and Soils Mitigation 1

- Erosion control measures including placement of straw bale sediment barriers or construction of silt filter fences in areas where surface run-off may be concentrated will be enacted.
- The Project civil engineer shall develop a site-specific erosion and sediment control plan based upon their site grading and drainage plan and the anticipated construction schedule.
- All excavation and fill (if any) slopes shall be protected from concentrated storm water run-off to minimize potential erosion. Control of water over the slopes may be accomplished by constructing small berms at the top of the slope, constructing V-ditches near the top of the slope, or by grading the area behind the top of the slope to drain away from the slope.
- Ponding of surface water at the top of the slope or allowing sheet flow of water over the top of the slope shall be avoided.

MPE's investigation indicates that undocumented fill soils are present in subsurface soil, which are loose and were not placed as engineered fill. These soils must be over-excavated to expose native soils/rock and the excavations backfilled, as necessary to achieve final design grades, with engineered fill to provide adequate and uniform support for the planned structure and other improvements. The on-site soils and rock are considered suitable for use as engineered fill materials, provided these materials are free from concentrations of

organic debris (roots and root balls), over-size rock, rubble, debris, rubbish, or other deleterious materials and are at the proper moisture content for compaction (MPE, 2020). Therefore, there will not be significant topsoil removal, and this is a **less than significant impact**. As a normal and standard requirement, the Project would be required to prepare and have approved individual Stormwater Pollution Prevention Plans (SWPPPs) that mandate construction and post-construction water quality provisions, including but not limited to erosion control plans during construction, installation of biofilters and/or mechanical cleansing of stormwater run-off, and similar elements. As a result of these standard engineering measures, the Project would have a **less than significant impact** on substantial soil erosion and issues resulting from the removal of topsoil during and after the construction process.

- c) **Less than Significant Impact.** Considering that the historic depth to groundwater is deeper than 200 feet bgs, and site soil conditions are volcanic rock, the potential for soil liquefaction beneath the site was determined to be very low by MPE (2020). Since the potential for liquefaction at the Project site is determined to be very low, the potential for liquefaction-induced lateral spreading is also low. Further, based on the fact that the Project site is underlain by volcanic rock, and the loose fill soils will be recompacted, the potential for site seismically induced ground subsidence or dry sand seismic settlement is very low (MPE, 2020). Given the gently sloping topography at the Project site the potential for the development of landslides or slope instability is negligible (MPE, 2020).

Regional subsidence occurs when large areas of land sink in response to withdrawal of groundwater, petroleum, or natural gas. According to a review of the Areas of Land Subsidence in California Map, the Project site is not currently located within an area of land subsidence from groundwater pumping, peat loss, or oil extracting our opinion, the Project site is not located in an area subject to high subsidence, due the absence of factors and conditions needed to cause subsidence (excessive withdrawal of groundwater, petroleum, or natural gas). Providing, that the site is underlain predominantly by volcanic rock, the potential for hydrocollapse of on-site soils is very low (MPE, 2020).

The impact from landslides, lateral spreading, subsidence, liquefaction or collapse from the Project is considered **less than significant**.

IX. Hazards and Hazardous Materials

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

The Los Rios Community School District is proposing to construct a new instructional building at the Folsom Lake College campus. Petralogix Engineering, Inc. performed a Phase I Environmental Site Assessment report dated January 19, 2020 for the Folsom Lake College campus. The Phase I engaged the services of Environmental Data Resources, Inc. (EDR) of Milford, Connecticut; EDR provided Petralogix a list and profile of recorded sites within the Project area that have been identified by regulatory agencies of significance. As part of the Phase I, Petralogix performed a search of publicly available databased including the CalEPA Regulated Site Portal and the State Water Resources Control Board (SWRCB) information management system for groundwater, the Geotracker Database. Results of the Phase I investigation are discussed below in section IX(d). The Phase I is available for review as **Appendix E**.

a,b) **Less than Significant Impact with Mitigation Incorporated.** The Folsom Lake College campus is a permitted hazardous waste generator, non-RCRA waste handler and permitted hazardous material storage facility operating under a Hazardous Materials Business Plan registered with the Sacramento Environmental Management Department (EMD). The

proposed new instructional building would not involve introduction of new hazardous materials or waste. This is considered **less than significant**.

There is the potential accidental release of hazardous material through possible spills associated with the construction phase equipment, such as oil and/or hydraulic fluid, during the construction phase of the Project. With the implementation of Mitigation Measure Hazards and Hazardous Materials 1, which requires standard spill prevention measures and a procedure for spill response if one does occur, the Project's potential to create a significant hazard to the public or the environment involving transport, use, disposal, or accidental release of hazardous materials, the impact is less than significant with mitigation incorporated.

Hazards and Hazardous Materials Mitigation 1

Spill Prevention and Control Measures will be implemented and include the following:

- Any fuel products, lubricating fluids, grease, or other products and/or waste released from the Contractor(s) vehicles, equipment, or operations, shall be collected and disposed of immediately, and in accordance with State, Federal, and local laws.
- Spill clean-up materials will be stored near potential spill areas (such as vehicle and equipment staging areas).
- Spill kits will include sorbent material (such as pads designed for oil and gas), socks and/or pads to prevent spread of hazardous material, and containers for storing and proper disposal.
- Employees and contractor(s) will be trained on proper hazardous spill clean-up practices.

c) **Less Than Significant Impact. Air Emission Facilities** —California Department of Education Code Section 17213(b); Public Resources Code Section 21151.8(a)(2); and the California Code of Regulations, Title 5, Section 14011(i) requires a school district, in consultation with the local air pollution control district, to identify facilities within one-quarter mile of the proposed site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous or acutely hazardous materials and substances of waste. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for providing written notification of any findings to the school district. A records request was submitted to the SMAQMD for the identification and review of all sites potentially emitting hazardous air emissions within one-quarter mile of the proposed Project site. According to Virginia Muller of SMAQMD via email correspondence received on December 30, 2019, Folsom Lake College has permits for a boiler/heater and an IC Engine Standby Generator. No violations were reported. No other records were identified for sites within one-quarter mile of the Project site. This is considered **less than significant**.

d) **Less Than Significant Impact.** The Project takes place within the boundary of the Folsom Lake College facility grounds. The Project is not included in any hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, a Phase I Environmental Site Assessment report was conducted by Petralogix Engineering, Inc., dated January 19, 2020. Petralogix engaged the services of Environmental Data Resources, Inc. (EDR) of Milford, Connecticut; EDR provided Petralogix a list and profile of the recorded sites within the Project area that have been identified by regulatory agencies of significance. The Phase I was performed in accordance with ASTM Standards E-1527, and as such, a thorough data review including local sources such as the Sacramento County

Environmental Management Division and a site reconnaissance was performed. The Department of Toxic Substances Control ENVIROSTOR website and the State Water Resources Control Board GeoTracker website were additionally reviewed for the site and adjacent parcels, in an attempt to identify hazardous materials that would create a significant hazard to the public or the environment.

According to the Phase I ESA (Petralogix, 2020) Folsom Lake College currently qualifies as a hazardous waste generator for medical and laboratory waste, with a valid operating permit, with no current uncorrected violations on record. There is a Hazardous Materials Business Plan in effect for Folsom Lake College for various materials including Nitrogen, Helium, Hydrogen, Acetylene, Compressed Air Atmospheric, Synthetic Air, Fertilizer, Hands Cleaner, Latex Paint, Argon/CO2 mi, and Propane from 2004-2017. No evidence of spills or leaks were observed during the Phase I ESA site reconnaissance. The hazardous waste records reviewed for the site (Petralogix, 2020) indicate there are no known hazards located in the Project area. In addition, records were reviewed for adjacent parcels; no hazardous materials impact was identified from any surrounding parcels. This is a **less than significant impact**.

Pipelines

According to Pacific Gas & Electric online interactive natural gas transmission pipeline map, there is a pipeline adjacent southwest along East Bidwell Street, and another pipeline roughly 900 feet to the west along Oak Avenue Parkway. A request for any gas distribution maps or Kinder Morgan pipeline/transmission line location information was sent to Kinder Morgan via email on September 9, 2019. No response has been received to date. According to the Kinder Morgan referenced National Pipeline Mapping System, there is a gas transmission pipeline adjacent southwest of the Folsom Lake College campus along East Bidwell Street, and another gas transmission pipeline roughly 900 feet to the west along Oak Avenue Parkway. The contractor(s) responsible for construction phases of the Project will call 811 prior to digging or excavation in order to assure no smaller pipelines that may be within the Project site are damaged. This is a **less than significant impact** from gas transmission pipelines or hazardous materials pipelines.

High Voltage Transmission Lines

A records request was sent to Sacramento Metropolitan Utility District (SMUD) on December 26, 2019 requesting information regarding any potential transmission lines or transmission easements in the Project site area. According to SMUD, there is an underground right of way running east-west along the southeast boundary of the Campus that turns north-south to run along the Campus entrance at Cavitt Drive and loops around the existing instructional buildings, terminating at approximately the proposed new instructional building location (SMUD Map R/W U-43/218). A records request was sent to the Pacific Gas & Electric Company on December 26, 2019 via email requesting information regarding any potential transmission lines or easements in the Project site area; no response has been received to date. High voltage transmission lines are visible adjacent south and west of the Campus. Any work conducted near any transmission lines will be in conformance with easements and power line safety laws/regulations. The contractor(s) responsible for construction phases of the Project will call 811 prior to digging or excavation in order to assure no underground lines that may be within the Project site are damaged. There is a **less than significant impact** from high voltage transmission lines.

Railroad Tracks

Based on review of Google Earth Maps, there are old railroad tracks trending northwest-southeast adjacent southwest of the Project site. This railroad is no longer active; there is a **less than significant impact** to the site from railroad tracks.

Asbestos

Asbestos is a generic term for the naturally occurring fibrous (asbestiform) variety of any of several minerals (crocidolite, tremolite, actinolite, anthophyllite, amosite and chrysotile) which separate into long flexible fibers and occur naturally in ultramafic rock formations. These igneous ultramafic rocks (pyroxenite, peridotite, dunite, and hornblendite) form below the earth's surface at very high temperatures and are exposed by uplift and erosion. During high-pressure processes involving tectonic deformation and burial, they may be altered to the metamorphic rock serpentinite. Chrysotile, the most common asbestos mineral in California, forms fibrous crystals in small veins in serpentinite rock. According to the California Department of Conservation, Division of Mines and Geology Open File Report 2000-19 (2019), and the USGS Open-File Report 2011-1188, Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California (2011), the Project site does not lie within an area mapped as containing Naturally Occurring Asbestos (NOA) or ultramafic rock in outcrop. However, based on the Relative Likelihood for the Presence of Naturally Occurring Asbestos In Eastern Sacramento County, California (CGS Special Report 192, 2006), the Project site is located in an area mapped as "Moderately Likely to Contain NOA."

The Geotechnical Engineering Report performed for the Project by MPE (2020) discusses a Geotechnical and Geologic Hazards Investigation prepared for the Folsom Lake College Athletic Complex by Geocon, dated January 2010. This investigation included the sampling and testing of three samples (fill soil, residual soil, and rock) for the presence of asbestos using polarized light microscopy with CARB 435 preparation with a target analytical sensitivity of 0.25% (MPE, 2020). Their screening level testing did not preclude the possibility of NOA being present at the site; however, asbestos minerals were not present in any of the samples tested. Therefore, while the presence of NOA at the Project site is not precluded, it is low. This is considered a **less than significant impact**.

Radon Potential

Radon is a gas that is produced by the decay of uranium and radium. This naturally occurring, colorless, odorless, and tasteless gas is produced in most soil or rock. Consequently, all buildings have some radon, as well as the outdoor air. Radon can move with ease through any porous material through which a gas can move. Void spaces and pores are found in the soil underlying any building. Radon is a known carcinogen which the Surgeon General has warned is the second leading cause of lung cancer in the United States.

The National Radon Database has been developed by the United States Environmental Protection Agency and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years of 1986 through 1992.

According to EPA publication 402-R-93-025, titled EPA's Map of Radon Zones, California, dated September 1993, Sacramento County is reportedly in Zone 3. Zone 3 has a predicted

average radon screening level of less than 2 pCi/l. This is considered to be the lowest value of geologic radon potential. Therefore, the impact to the site from radon is considered **less than significant**.

- e) **No Impact.** The California Department of Education requires, per Education Code Section 17215, that all airport runways and helipads (public or private) located within two miles of a proposed school site be identified. However, the Education Code pertains to the proposed acquisition or lease of a site and per Section 17215(f), this section does not apply to sites acquired prior to any additions or extensions to those sites.

Based on review of aerial photographs provided by Google Earth, along with the most recent topographic map (Folsom, 2018), the nearest runway is the Cameron Airport, 7.8 miles east-northeast, followed by Mather Airport, 10.5 miles southwest. The Project heights are below the Federal Aviation Administration notification limits, and the finished two-story new instructional building will be of similar height to current buildings on Campus. Therefore, this has **no impact** on the site.

- f) **Less than Significant Impact.** The Project involves the construction of a new instructional building within the Folsom Lake College campus property boundary. The proposed Project is not expected to interfere with road access, adopted emergency response plan or emergency evacuation plans for safety vehicles or personnel. The construction of the Project is not expected to generate excessive traffic for the area but will temporarily increase traffic at the Folsom Lake College campus. A path of travel (POT) plan will be drafted which will be compliant with the current applicable California building code accessibility provisions for path of travel requirements. During construction, if POT items within the scope of the Project represented as code compliant are found to be non-conforming beyond reasonable construction tolerances, they shall be brought into compliance. Therefore, a **less than significant impact is expected**.
- g) **No Impact.** The Project is located within a region that consists of residential houses and commercial businesses. The Project will not expose people or structures to a significant risk of loss, injury or death involving wild land fires. Therefore, **no impact** is expected.

X. Hydrology and Water Quality

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

The Project site is located in the Upper American River sub-watershed of the American River watershed, Lower American sub-basin, within the Sacramento River Basin. The Sacramento River Basin encompasses approximately 26,500 square miles and is bounded by the Sierra Nevada to the east, the Cascade Range and Trinity Mountains to the north, the Sacramento-San Joaquin Delta to the south/southwest, and the Coast Ranges to the west. Within the Upper American River sub-watershed, Willow Creek (one-quarter mile north and three-quarter mile east of the Project site) and Humbug Creek (0.7 miles north of the Project site) meet approximately 1.3 miles west of the Project site and feed into the American River roughly 3.3 miles west-southwest of the Project site. Alder Creek is located 1.5 miles south of the Project site, and feeds into Lake Natomas/American River 4.4 miles southwest of the Project site. Folsom Lake is located 2 miles north and Folsom Dam is located 3.2 miles northwest of the Project site; the Project area would likely be impacted by a failure of the Folsom Dam.

The Project receives public water supplies and storm water drainage services from the City of Folsom. According to City of Folsom General Plan, 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. Water that drains from the Project area likely flows through a network of stormwater channels into Willow Creek or Humbug Creek, then into the Lower American River, and eventually into the Sacramento River. Willow Creek, Humbug Creek, and Alder Creek are not listed on the Clean Water Act Section 303(d) list of impaired water bodies. The Lower American River, below the Nimbus Dam is listed on the Clean Water Act Section 303(d) list of impaired water bodies for Bifenthrin, indicator bacteria, Pyrethroids, Polychlorinated biphenyls (PCBs), Mercury, and Toxicity.

The construction will take place on Los Rios Community School District owned land, within the boundaries of the Folsom Lake College, and not within county road ditches or waterways. Construction impacts will be temporary and best management practices will be in place. The Project is subject to Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). As such, the construction activities will include the preparation and implementation of a SWPPP to reduce construction impacts to waterways and sources.

- a) **Less Than Significant Impact.** The proposed new instructional building at the existing Folsom Lake College campus would not result in any water discharge that would degrade surface or groundwater quality. The State Water Resources Control Board (SWRCB) has adopted a National Pollutant Discharge Elimination System (NPDES) general permit for Storm Discharges Associated with Construction Activity (state permit) which requires every construction project greater than one acre to submit a Notice of Intent (NOI) for coverage, and to prepare a Storm Water Pollution Prevention Plan (SWPPP). The ground disturbance for the Project is estimated at over 1 acre, therefore, the Project is subject to the NOI and SWPPP requirement. The Project will comply with the terms and conditions of the NPDES, as approved by the State Water Resources Control Board under Section 402 of the Clean Water Act.

Compliance with the terms and conditions of the NPDES, development and implementation of a SWPPP, and compliance with the Regional Water Quality Control Board discharge requirements will ensure a **less than significant impact**.

- b) **Less than significant Impact.** The Project would connect to the existing City of Folsom water utility services currently supplied to the Campus. The Project will comply with the requirements of the City of Folsom Utilities and is not anticipated to significantly increase water demand at the Campus. Therefore, impacts to groundwater supplies will be **less than significant**.
- c) **Less Than Significant Impact.** The Project is proposed to occur within the developed Folsom Lake College campus property. Natomas Ditch runs through the northern portion of the parcel; however, no streams are located within the Project construction area, and there will be no alterations of stream courses. The proposed Project site location is currently vacant land that would be developed with a new instructional building and associated concrete flatwork; however, the proposed Project would connect to existing storm drain lines and would not create or contribute runoff water which would exceed the capacity of the

planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This is considered a **less than significant impact**.

i. **Less than Significant Impact.** The Central Valley Regional Water Quality Control Board (CVRWQCB) requires that projects that include source and/or treatment control measures on selected new development and redevelopment projects. Source control Best Management Practices (BMPs) would keep pollutants from contacting runoff while treatment control measures would remove pollutants that come into contact with runoff. Erosion would be controlled by the District's implementation of a SWPPP with BMP's. Therefore, this is a **less than significant impact**.

ii. **Less than Significant Impact.** The proposed Project site is currently vacant land with vegetation that would be replaced with an instructional building and concrete flatwork. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06067C0177H (2020) the proposed Project site lies within Zone X, Areas to be determined to have the 0.2% annual chance floodplain. The site has a minimal risk of flooding. The new instructional building would have sufficient planned stormwater drainage conveyance as well as appropriate BMP's/Treatment Control of runoff. Given the low flooding risk and planned stormwater drainage system, on-site and off-site flood risks are considered low. This is a **less than significant impact**.

iii. **Less than Significant Impact.** The proposed new instructional building would result in a new building and associated concrete flatwork in a currently vacant portion of the Campus. However, the Project would connect to the storm drain lines currently located at the Folsom Lake College, serviced by the City of Folsom. The new instructional building would have sufficient planned stormwater drainage conveyance as well as appropriate BMP's/Treatment Control of runoff. With the implementation of appropriate BMPs and treatment control(s), the proposed Project would not create or contribute runoff water which would exceed the capacity of the planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This is a **less than significant impact**.

iv. **Less than Significant Impact.** The proposed Project site is currently on a hill slope. The site for the proposed new instructional building will need to be graded prior to construction. However, this change in topography will not result in a significant redirection or impedance of flow. This is a **less than significant impact**.

d) **Less than Significant Impact.** According to the Safety Element of the Sacramento County General Plan, the Project site is located in the Folsom Dam failure inundation area. However, the proposed Project is located approximately 2 miles south of Folsom Lake. Given this distance, the potential for a tsunami or seiche at the Project site is considered low. The site is not located within a Special Flood Hazard Area (SFHA) as designated by the Federal Emergency Management Agency (FEMA). According to the Flood Insurance Rate Maps (FIRM), Panel 0177H, Map Number 06067C0177H, published by FEMA, with an effective date of January 11, 2020, the proposed site improvements lie within Zone X, Areas to be determined to have the 0.2% annual chance floodplain. The site has a minimal risk of flooding. Further, review of the maps published by Sacramento Area Flood Control Agency indicates the site is not located in the area of inundation due to levee failure. This is a **less than significant impact**.

- e) **No Impact.** As discussed in a) and b) above, the proposed Project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, there would be **no impact**.

XI. Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
<i>Would the Project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The Project would be located within the parcel boundary of the established Folsom Lake College and would not result in the physical division of a community. Therefore, there is **no impact** related to physical division of an established community.

b) **No Impact.** The City of Folsom General Plan Land Use Map designates the Folsom Lake College campus as “Public and Quasi-Public Facility.” The proposed new instructional building is consistent with the current site land use. Thus, there is **no impact**.

XII. Mineral Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a,b) **No Impact.** According to the State Aggregate Resource Areas Map, the proposed Project site is not located within an area of primary extractive resources. Further, the City of Folsom General Plan does not specify any mineral resources within the Planning Area, which includes the Project location. Therefore, there is **no impact**.

XIII. Noise

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

The proposed Project is located at the Folsom Lake College campus in the City of Folsom. The surrounding area is mostly residential, professional/office, and commercial use. Existing noise sources in the vicinity include Folsom Lake College sporting events, traffic noise associated with vehicular traffic at the Folsom Lake College campus, and traffic noise on surrounding roadways.

Noise is defined as unwanted sound. Sound levels are generally measured in decibels (dB) with 0 being the threshold of hearing. Typical examples of noise decibel levels often used would be low decibel level of 50 dB for light traffic to high decibel level of 120 dB for a jet taking off at approximately 200 feet distance (FTA, 2006). There are different methods for assessing noise levels. CNEL refers to Community Noise Equivalent Level which is defined as the 24-hour average noise level, with noise occurring during evening hours (7 to 10 p.m.) weighted by a factor of three and noise occurring during nighttime hours weighted by a factor of 10 prior to averaging. Ldn, or Day Night Average Level, is similar to CNEL except the weighted measure of noise includes a 10-dB penalty added to noise occurring between 10 p.m. and 7 a.m. when people are generally more sensitive to noise. Equivalent Energy Noise Level (L_{eq}) is a constant noise level that would deliver the same acoustic energy to the listener as the actual time-varying noise would deliver over the same exposure time – no “penalties” are added, so L_{eq} would be the same regardless of time of day. dBA is a measurement unit for “a-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential for hearing damage associated with noise health effects.

The City of Folsom Noise Control Ordinance has performance standards in order to protect persons from excessive levels of noise within or near a residence, school, church, hospital or public library, with several exemptions. Section 8.42.060(C) of the Folsom City Code states that noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 6 p.m. on Monday - Friday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday, are exempt from the Noise Control Ordinance.

- a) **Less Than Significant Impact with Mitigation Incorporated.** The City of Folsom General Plan states that effective noise mitigation is required for new development of residential or other noise sensitive land uses to reduce noise levels to achieve compliance with performance standards. For schools, the exterior noise level standard for outdoor activity areas is 70 dB; interior is 45 dB. For residential use, the exterior noise level standard for outdoor activity areas is 60 dB; interior is 45 dB. The new instructional building is not anticipated to significantly increase existing noise levels at the Campus. Further, the new instructional building will not significantly increase noise levels at the nearest residential use, approximately 1,250 feet from the proposed building. This is a **less than significant** impact. There would be a temporary increase in localized noise during Project construction; however, as discussed above, the Folsom City Code Section 8.42.060(C) states that noise from temporary construction activities is exempt during designated daytime hours. The short-term construction-related noise impacts would be reduced further with the following Mitigation Measure Noise-1:

Mitigation Measure Noise-1

The Los Rios Community College District shall ensure the construction contractor implements the following noise reduction measures:

- All equipment shall have sound-controlled devices no less effective than those provided by the manufacturer.
- Where practical, all equipment shall have muffled exhaust pipes.
- Stationary noise sources shall be located as far from sensitive receptors as possible.

The Project will have a **less than significant impact** with mitigation incorporated due to the above stated Mitigation Measure Noise-1, as well as compliance with the Folsom City Ordinance designated daytime hours for construction activities. Thus, no additional noise reduction measures are considered warranted. The impact from noise is expected to be **less than significant**.

- b) **Less Than Significant Impact.** There are several factors that could vary the degree of ground-borne vibrations, such as construction equipment types and operations, soil and subsurface conditions, and the receiving buildings characteristics (such as foundation type or building size). Operational noise of the new instructional building addition is anticipated to be similar to current levels at the Folsom Lake College campus and therefore has no impact. Any ground-borne vibrations associated with the Project are due to the construction activities. Therefore, any noise associated with the Project will be short-term. The distance to the nearest residential receptors is 1,250 feet east across Scholar Way; the trafficked roads dividing the Project site from these receptors further reduces potential ground-borne vibration impact. Further, the Folsom City Code Section 8.42.060(C) states that noise from temporary construction activities is exempt during designated daytime hours; this is considered a **less than significant impact**.
- c) **No Impact.** The nearest runway is the Cameron Airport, 7.8 miles east-northeast, followed by Mather Airport, 10.5 miles southwest. These airports do not expose people working in the Project area to excessive noise levels; this is **no impact**.

XIV. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the Project:</i>				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** The Project area is within Folsom Lake College campus. The Project would not include the creation of new housing nor displace any existing housing or people. Any workers needed for Project construction and operation are anticipated to be drawn from the regional employment base; therefore, the Project would not result in local area population growth or lead to the creation of or necessity for new housing. Similarly, the Project would not indirectly induce substantial population growth through the extension of major infrastructure; the new instructional building is intended to meet the needs of the current population rather than induce population growth. Consequently, no impacts related to population and housing would occur. This is **no impact**.

XV. Public Services

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No Impact.** The Folsom Lake College receives fire protection from the Folsom Fire Department, Station 37, located at 70 Clarksville Road, under one-quarter mile from the Campus. The campus security is provided by Los Rios Police Department, which is responsible for serving any property owned or controlled by the Los Rios Community College District. The proposed new instructional building will have fire alarms, interior sprinkler systems, and fire hydrants. Construction and long-term operation of the proposed Project would not place any substantial adverse impacts on fire protection, police protection, schools, or parks because the Project is being implemented in order to meet current administrative demands on campus. Therefore, the Project will have **no impact**.

XVI. Recreation

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a,b) **No Impact.** The proposed Project is the construction of a new instructional building at the Folsom Lake College campus. The proposed Project will have no impact on the physical deterioration of any recreational facilities in the existing neighborhood. The proposed Project is not intended to have recreational facilities in addition to what already exists at the Folsom Lake College campus. There is **no impact**.

XVII. Transportation

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

KD Anderson & Associates, Inc. (KDA, 2020) prepared a Traffic Impact Study (included in Appendix F) for the proposed Project at the Folsom Lake College campus to analyze the traffic related impacts associated with the development of the new instructional building. This study also mentions the addition of a new parking area that is not part of the Project but is likely to be developed in the future. However, any future parking would not generate new traffic at the Campus and would be developed to serve existing students at the Campus and other growth anticipated under the Facilities Master Plan. Therefore, it is not a concern for the traffic impact study. Cumulative traffic conditions were previously addressed for the Folsom Lake College Facilities Master Plan's original environmental review. Because the proposed Project is consistent with the Facilities Master Plan, its cumulative traffic impacts have already been assessed and applicable mitigation measures identified. No new cumulative was undertaken (KDA, 2020).

KDA (2020) performed an analysis of a.m. and p.m. peak hour traffic operations for existing peak hour conditions at the Campus, and existing plus Project conditions. Existing traffic operations were evaluated at the three intersections near the Project area: East Bidwell Street/College Parkway/Nesmith Court, East Bidwell Street/Scholar Way/Clarksville Road, and Scholar Way/Cavitt Drive. Traffic volume data was collected at these intersections in 15-minute increments from 7-9 am and 4-6 pm by KDA for the traffic impact study at the study intersections during December 2019 when school was in session. Project traffic conditions were determined by estimating the number of vehicle trips that are expected to be generated by development of the proposed new 75,000 gsf building using published trip generation data. The Institute of Transportation Engineers (ITE) publication, Trip Generation Manual, 10th Edition, land use category 540, "Community College," was used (KDA, 2020).

The impact analysis criteria identified under the City of Folsom General Plan Mobility Element were employed. The City's requirements are a Level of Service (LOS) D or better for local streets and roadways throughout the City. LOS measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F repressing the worst conditions (KDA, 2020). Further, an increase of five or more seconds of control delay at an intersection operating at an unacceptable level requires mitigation to achieve "no project" conditions (KDA, 2020). The results of this traffic impact study performed by KDA are hereby incorporated by reference (KDA, 2020).

a-b) **Less than Significant Impact with Mitigation Incorporated.** The Project will likely result in increased demand for transit service. However as Folsom Stage already regularly serves the Campus, the Project's impact on transit is less than significant (KDA, 2020). Development of the Project will likely increase the number of pedestrians walking to and from the Campus. However, since sidewalks already exist and all study intersections have crosswalks with applicable controls, the Project will not create any unsafe condition for pedestrians and does not conflict with planned pedestrian facilities identified in adopted plans. Thus, the Project's impact on pedestrian circulation is considered less than significant (KDA, 2020). Similarly, the Project will not create any unsafe condition for bicyclists and does not conflict with planned bicycle facilities identified in adopted plans. Thus, the Project's impact on bicycle circulation is considered less than significant. (KDA, 2020). Overall, the Project is not in conflict with a program plan, ordinance, or policy addressing the circulation system; this is a **less than significant impact**.

CEQA Guidelines section 15064.3(b) for Land Use Projects states that vehicle miles traveled exceeding an applicable threshold of significance (such as LOS levels) may indicate a significant impact. The City of Folsom's standard as discussed in the City's General Plan Mobility Element is LOS D (KDA, 2020). The Folsom Lake College campus currently generates 813 a.m. and 777 p.m. peak hour trips. The proposed 75,000 gsf building is projected to generate a total of 155 a.m. and 140 p.m. additional peak hour trips, a 19% and 18% increase in a.m. and p.m. peak hour traffic, respectively. These trips were superimposed on the existing background traffic to determine the Existing plus Project trip volumes. All study intersections currently operate satisfactorily within the minimum LOS standards for the City of Folsom. The addition of the proposed Project results in a relatively minor increase in delay at each of the study intersections, and the LOS remains below the City of Folsom's minimum LOS D standard at each intersection. This is a **less than significant impact**.

Construction may disrupt the transportation network near the Project site. Because the Project does not include improvements to public streets, typical effects like temporary lane closures, street closures, sidewalk closures, and bikeway closures are unlikely. Pedestrian and bicycle circulation on the campus may be disrupted temporarily. Heavy vehicles, equipment and trucks would access the site and may need to be staged for construction. Truck activities could result in degraded roadway operating conditions. Therefore, these temporary impacts are considered significant (KDA, 2020).

The short-term construction-related traffic impacts would be reduced with the following Mitigation Measure Transportation-1:

Mitigation Measure Transportation-1

Prior to the beginning of construction, a construction traffic management plan shall be prepared to the satisfaction of the City of Folsom's Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on roadways are maintained. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival / departure times, truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.

- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- Description of access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

The Project will have a **less than significant impact** with mitigation incorporated due to the above stated Mitigation Measure Transportation-1.

- c) **No Impact.** The proposed Project does not include design features that would increase hazards or incompatible uses because the proposed Project would not include the construction of any new streets or roads. The proposed Project would not increase hazards due to a design feature, such as a sharp curve or dangerous intersection, incompatible uses, such as farming equipment, or inadequate emergency access. Therefore, the Project would have **no impact**.
- d) **No Impact.** The proposed Project will not result in inadequate emergency access to the Project area, nor would it impact current emergency access to the Campus. During on-site construction, vehicles will not block emergency access routes. A path of travel (POT) for construction operations will be identified prior to the start of construction activities. During construction, if POT items within the scope of the Project represented as code compliant are found to be non-conforming beyond reasonable construction tolerances, they shall be brought into compliance. Therefore, the Project would have **no impact** to emergency access.

XVIII. Tribal Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is				
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 section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tribal Cultural Resources are defined in CEQA as sites, features, places, cultural landscapes, sacred places, and objects of cultural value to a California Native American tribe listed or eligible for listing on the California Register of Historical Resources or included in a local register of historical resources. Solano Archaeological Services (SAS) completed a Cultural Resources Study (January 2020) in support of environmental review of the proposed Project under CEQA (included as Appendix C).

Assembly Bill 52 Native American Consultation

Assembly Bill requires the lead agency to begin consultation with any California Native American tribe that is culturally and traditionally affiliated with the geographic area of the proposed Project if the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification within 14 days of determining application complete or public agency's decision to undertake the Project. Upon formal notification, each California Native American tribe has 30 days to request consultation whereby the lead agency must initiate consultation within 30 days of the consultation request. Assembly Bill (AB) 52 applies to the Project. Although no tribes have requested notification at this time, on December 26, 2019 SAS emailed a letter and a map depicting the Project area to the Native American Heritage Commission (NAHC). On behalf of the Los Rios Community College District, the letter requested facilitation of AB 52 consultation.

Sacred Lands File Search

On December 26, 2019, SAS emailed a letter and a map depicting the Project area to the Native American Heritage Commission (NAHC). On behalf of the Los Rios Community College District, the letter requested a Sacred Lands File search of the Project area and a list of Native American consultants who should be contacted about the proposed Project. On December 27, 2019, Ms.

Nancy Gonzalez-Lopez, Staff Services Analyst for the NAHC, replied in an emailed letter that the Sacred Lands File search was completed with negative results. Ms. Gonzalez-Lopez also supplied a list of local Native Americans to inform about the Project, request information on unrecorded cultural resources that may exist in the Project area, and gather official Project recommendations. On January 3, 2020, SAS mailed letters to the contacts provided by Ms. Gonzalez-Lopez. On January 7, 2020, and January 10, 2020, SAS contacted the tribal contacts via email to gather their input about the Project. No responses from the tribal representatives have been received to date.

Records Search

SAS conducted a records search (IC No. SAC-20-3) on January 2, 2020 at the North Central Information Center (NCIC) of the California Historical Resources Information System for the Project site and within a one-half mile radius of the Project area. No tribal cultural resources were identified within the Project area, or within one-half mile of the Project area.

a) Less than Significant with Mitigation Incorporated.

i. Less than Significant with Mitigation Incorporated. No tribal cultural resources that are listed or eligible for listing in the NCIC were identified during the historical resources research. Records maintained by these agencies are not considered exhaustive, therefore impacts of the proposed Project construction relating to ground disturbance may potentially impact tribal cultural resources, therefore, in the event that archaeological resources are observed during Project construction-related activities, **Mitigation Measure CR-1** is in place to reduce impacts to a **less than significant** level.

ii. Less than Significant with Mitigation Incorporated. On behalf of Los Rios Community College District, SAS requested contact information for tribal organizations and representatives who may have knowledge of cultural resources in the Project area. On January 3, 2020, SAS sent contact letters to each of the individuals and organizations provided by NAHC, introducing the Project and requesting any information on undocumented sites that may exist in the Project area, and asking for Project recommendations. Additionally, SAS emailed each individual and organization on January 7 and 10, 2020. No responses from the tribal representatives have been received to date. Further, the NAHC stated that no culturally significant properties were known to be present within or near the Project area.

Although unlikely, the ground disturbance related to the proposed Project construction activities could damage previously unrecorded buried tribal resources. If tribal resources are unearthed during Project activities, this would be considered a potentially significant impact, therefore, in the event that archaeological resources are observed during Project construction-related activities, **Mitigation Measure CR-1** is in place to reduce impacts to a less than significant level.

XIX. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

a,b,c) **Less Than Significant Impact.** The new instructional building would tie into utility structures already in place at the Folsom Lake College campus, including storm water discharge and water supplies serviced by the City of Folsom, wastewater collected by the City of Folsom and channeled to Sacramento Regional County Sanitation District (SRCSD) interceptor pipelines for service, electricity serviced by the Sacramento Municipal Utility District (SMUD), and natural gas serviced by Pacific Gas & Electric (PG&E). The proposed Project would not result in an increased demand that would exceed the capacity of these facilities, or any other facilities that currently serve the Campus. A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control will be implemented to avoid and minimize impacts on the environment during construction. This is considered a **less than significant impact**.

d,e) **Less Than Significant Impact.** Solid waste collection for Folsom Lake College campus is provided by the City of Folsom. The new instructional building will not result in an increase in solid waste that would require the development of a new landfill facility. There will be a Construction Waste Management Plan for the proposed Project which will include recycle and/or reuse of a minimum of 50 percent of the non-hazardous construction and demolition waste and documentation shall be provided to demonstrate compliance. There is no conflict with federal, state or local regulations. This is a **less than significant impact**.

XX. Wildfire

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

a-d) **No Impact.** The proposed Project will have no impact on impairment of an emergency or evacuation plan. The Project is located within the currently developed Folsom Lake College campus and would not impact Project occupants to exacerbated wildfire risks. There is **no impact**.

XXI. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant with Mitigation Incorporated.** As discussed in Section 5, *Biological Resources* and Section 6, *Cultural Resources*, with the incorporation of the Mitigations Measures outlined, the project does not have the potential to substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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. Mitigation Measures included to address potential impacts to Swainson's hawk, nesting migratory birds, and potential impacts to cultural resources are reduced to less than significant levels.
- b) **Less than Significant Impact.** The proposed Project would not result in cumulatively considerable impacts. The proposed Project is consistent with the original Environmental Impact Report drafted for the Folsom Lake College and with the Folsom Lake College Master Plan. Los Rios Community College District is committed to LEED Silver certification or equivalent building design and operation. There are five categories evaluated to achieve LEED certification: sustainability, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. The energy and atmosphere category focuses on energy performance of main systems, and requires that the building uses at least 10 percent less energy than the U. S. Green Building Council baseline. LEED standards would be effective for offsetting cumulative effects for air quality, greenhouse gas, and climate change. This is a **less than significant impact**.
- c) **Less than Significant Impact.** The proposed Project site is not located within an Airport Community Planning Area, or within a Special Flood Hazard Zone. The proposed Project site is not located on or near a hazardous materials site, or a known fault zone. The Project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

13. SUMMARY OF MITIGATION MEASURES

This section represents the required mitigation measures identified in Section 12.0 Environmental Checklist. Implementation of these mitigation measures would reduce all impacts of the proposed Project to a less than significant level. The Los Rios Community District has committed to implementing all required mitigation measures.

AIR QUALITY

Air Quality Mitigation 1

The District shall not begin construction activities until first securing appropriate permits from the Sacramento Metropolitan Air Quality Management District.

Air Quality Mitigation 2: The following procedures will be adhered to by the construction contractor(s) in accordance with Air District Rule 403 and Enhanced Fugitive Dust Control Practices:

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

Soil Disturbance Areas:

- Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- Install windbreaks (e.g. plant trees, solid fencing) on windward side(s) of construction areas.

- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

Air Quality Mitigation 3 - Rule 414: Boilers and Process Heater Requirements

The developer or contractor is required to install water heaters rated less than 1,000,000 BTU per hour.

Air Quality Mitigation 4 - Rule 442: Architectural Coatings Requirements

The developer or contractor is required to use coatings which comply with volatile organic compound content limits as specified in the rule.

Air Quality Mitigation 5 - Rule 460: Adhesive and Sealants

The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

GREENHOUSE GAS EMISSIONS

Mitigation Measure GHG – 1

- A minimum of forty trees will be planted post construction.

Mitigation Measure GHG – 2

- A minimum of five bike racks will be installed post construction, and in accordance with the Essentials of Bike Parking publication for preferred bike styles as recommended by SMAQMD.

BIOLOGICAL RESOURCES

Biological Resources Mitigation Measure 1 - Preconstruction Survey Requirements

A qualified biologist shall conduct a preconstruction survey for nesting Swainson's hawks within 0.25 miles of the Project site if construction commences between March 1 and September 15. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. This determination should be pursuant to criteria set forth by CDFW (CDFG, 1994) and the Swainson's Hawk Technical Advisory Committee (SHTAC) survey guidelines (Moore Biological Consultants, 2020).

Biological Resources Mitigation Measure 2 - Preconstruction Nesting Bird Survey

On-site trees, shrubs, and grasslands may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California. A qualified biologist shall conduct a preconstruction nesting bird survey if vegetation removal and/or Project construction occurs between February 1 and August 31. If active nests are found within the survey area, vegetation removal and/or Project construction should be delayed

until a qualified biologist determines nesting is complete (Moore Biological Consultants, 2020).

CULTURAL RESOURCES

Cultural Resources Mitigation Measure 1

Should buried, unforeseen archaeological deposits be encountered during any Project construction activity, work must cease within a 50-foot radius of the discovery. If a potentially significant discovery is made, it must be treated in accordance with 33 CFR 325, which generally states that the lead federal agency (in this case the U.S. Army Corps of Engineers) must be notified immediately of the find to ensure that mitigation/management recommendations are developed.

Cultural Resources Mitigation Measure 2

In the event that human remains or any associated funerary artifacts are discovered during Project construction, all work must cease within the immediate vicinity of the discovery. In accordance with the California Health and Safety Code (Section 7050.5), the Sacramento County Sheriff/Coroner must also be contacted immediately. If the remains are deemed to be Native American, the coroner must notify the NAHC within 24 hours, which will in turn appoint and notify a Most Likely Descendent (MLD) to act as a tribal representative. The MLD will work with a qualified archaeologist to determine the proper treatment of the human remains and associated funerary objects. Construction activities will not resume until the human remains are exhumed and official notice to proceed is issued.

GEOLOGY AND SOILS

Geology and Soils Mitigation 1

- Erosion control measures including placement of straw bale sediment barriers or construction of silt filter fences in areas where surface run-off may be concentrated will be enacted.
- The Project civil engineer shall develop a site-specific erosion and sediment control plan based upon their site grading and drainage plan and the anticipated construction schedule.
- All excavation and fill (if any) slopes shall be protected from concentrated storm water run-off to minimize potential erosion. Control of water over the slopes may be accomplished by constructing small berms at the top of the slope, constructing V-ditches near the top of the slope, or by grading the area behind the top of the slope to drain away from the slope.
- Ponding of surface water at the top of the slope or allowing sheet flow of water over the top of the slope shall be avoided.

HAZARDS AND HAZARDOUS MATERIALS

Hazards and Hazardous Materials Mitigation 1

Spill Prevention and Control Measures will be implemented and include the following:

- Any fuel products, lubricating fluids, grease, or other products and/or waste released from the Contractor(s) vehicles, equipment, or operations, shall be collected and disposed of immediately, and in accordance with State, Federal, and local laws.
- Spill clean-up materials will be stored near potential spill areas (such as vehicle and equipment staging areas).
- Spill kits will include sorbent material (such as pads designed for oil and gas), socks and/or pads to prevent spread of hazardous material, and containers for storing and proper disposal.
- Employees and contractor(s) will be trained on proper hazardous spill clean-up practices.

NOISE

Mitigation Measure Noise-1

The Los Rios Community College District shall ensure the construction contractor implements the following noise reduction measures:

- All equipment shall have sound-controlled devices no less effective than those provided by the manufacturer.
- Where practical, all equipment shall have muffled exhaust pipes.
- Stationary noise sources shall be located as far from sensitive receptors as possible.

TRANSPORTATION

Mitigation Measure Transportation-1

Prior to the beginning of construction, a construction traffic management plan shall be prepared to the satisfaction of the City of Folsom's Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on roadways are maintained. At a minimum, the plan shall include:

- Description of trucks including: number and size of trucks per day, expected arrival / departure times, truck circulation patterns.
- Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control.
- Description of access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

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