

4 CUMULATIVE IMPACTS

4.1 CEQA REQUIREMENTS

CEQA requires that an EIR include an assessment of the cumulative impacts that could be associated with project implementation. This assessment involves examining project-related effects on the environment in the context of similar effects that have been caused by past or existing projects, and the anticipated effects of future projects. An EIR must discuss the cumulative impacts of a project when its incremental effect will be cumulatively considerable. Although project-related impacts may be individually minor, the cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed (CEQA Guidelines, Section 15130(a)). Section 15130(a)(3) states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. Section 15130(b) indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, that it should reflect the severity of the impacts and their likelihood of occurrence, and that it should be focused, practical, and reasonable.

4.2 CUMULATIVE IMPACT ANALYSIS

4.2.1 Cumulative Impact Analysis Methodology

Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. Section 15130(a)(3) of the State CEQA Guidelines states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

The State CEQA Guidelines (Section 15130) identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects, or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This analysis uses a combination of the list and planning document approach, as described further below.

PAST, PRESENT, AND PROBABLY FUTURE PROJECTS

The effects of past and present projects on the environment are reflected by the existing conditions in the project area. A list of probable future projects is provided below. Probable future projects are those in the project vicinity that have the possibility of interacting with the project to generate a cumulative impact (based on proximity and construction schedule) and either:

- ▲ are partially occupied or under construction,
- ▲ have received final discretionary approvals,

- ▲ have applications accepted as complete by local agencies and are currently undergoing environmental review, or
- ▲ are proposed projects that have been discussed publicly by an applicant or that otherwise become known to a local agency and have provided sufficient information about the project to allow at least a general analysis of environmental impacts.

The cumulative list considers related projects likely to be partially or fully constructed by the year 2036. This time period was selected because it coincides with the timing of the introduction of project impacts (i.e., project impacts would be introduced by construction and operational activities).

4.2.2 Cumulative Setting

GEOGRAPHIC SCOPE

The geographic area that could be affected by the project varies depending on the environmental resource topic. When the effects of the project are considered in combination with those other past, present, and probable future projects to identify cumulative impacts, the specific projects considered may also vary depending on the type of environmental effects being assessed. Table 4-1 presents the general geographic areas associated with the different resource topics addressed in this analysis.

Table 4-1 Geographic Scope of Cumulative Impacts

Resource Topic	Geographic Area
Aesthetics	Sacramento County/City of Folsom
Agricultural and Forestry Resources	State/Sacramento County
Air Quality	Sacramento Valley Air Basin
Biological Resources	Sacramento Valley/South Sacramento County
Cultural and Tribal Cultural Resources	Sacramento County/City of Folsom
Energy	Sacramento Municipal Utility District and Pacific Gas and Electric Company service areas
Greenhouse Gases and Climate Change	Global/state-wide
Hazards and Hazardous Materials	Sacramento County/City of Folsom
Hydrology and Water Quality	Sacramento County/City of Folsom
Noise	Immediate project vicinity where project-generated noise could be heard concurrently with noise from other sources
Transportation and Circulation	Regional and local roadways and freeways where the SOIA/annexation could contribute traffic that could alter traffic conditions
Utilities and Service Systems	Sacramento County/City of Folsom

Source: Compiled by Ascent Environmental in 2018

PROJECTS CONTRIBUTING TO POTENTIAL CUMULATIVE IMPACTS

The State CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects (the “list approach”) or the use of adopted projections from a general plan, other regional planning document, or certified EIR for such a planning document (the “plan approach”). For this EIR, the list and plan approach have been utilized to generate the most reliable future projections possible.

Probable future projects considered in the cumulative analysis meet the criteria described above: they are in the project vicinity and have the possibility of interacting with the project to generate a cumulative impact

(Table 4-2). This list of projects was considered in the development and analysis of the cumulative settings and impacts for most resource topics within the geographic scope of each resource topic (as listed in Table 4-1). Past and present projects in the vicinity were also considered as part of the cumulative setting, as they contribute to the existing conditions upon which the SOIA/annexation and probable future projects' environmental effects are compared.

Table 4-2 Cumulative Project List

Project Name	Location	Description	Status
1 Capital Southeast Connector	Extends from the Interstate 5/Hood Franklin Road interchange in southwest Sacramento County to U.S. Highway 50 in the community of El Dorado Hills	35-mile-long multi-modal transportation facility that would link communities in Sacramento and El Dorado Counties, including Elk Grove, Rancho Cordova, Folsom, and El Dorado Hills.	Construction scheduled to start Summer 2018
2 Prairie City SVRA General Plan	Located in south Sacramento County, just south of White Rock Road, near the Prairie City Road intersection	Approximately 1,100-acre off-highway vehicle recreation area with off-highway vehicle practice tracks and competition areas.	Currently in operation with plans to continue operation and expand visitor uses.
3 Folsom Plan Area Specific Plan	South of U.S. Highway 50, west of, and adjacent to, the border with El Dorado County	Mixed-use residential and commercial development including parks, open space, schools, and a transit corridor on 3,585 acres. An anticipated full buildout of the Folsom Plan Area Specific Plan would include 11,337 new housing units and 2.8 million square feet of commercial.	Approved in 2011. Construction on backbone infrastructure currently in progress.

PLANNING DOCUMENTS

Sacramento Area Council of Governments 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy

In 2016, the Sacramento Area Council of Government's (SACOG) approved the *2036 Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS), which is a regional transportation plan and land use strategy designed to support good growth patterns, including:

- ▲ Increased housing and transportation options;
- ▲ Inwardly-focused growth and improved economic viability of rural areas;
- ▲ Minimized direct and indirect transportation impacts on the environment;
- ▲ A transportation system that delivers cost-effective results and is feasible to construct and maintain;
- ▲ Effective connections between people and jobs;
- ▲ Improved opportunities for businesses and citizens to easily access goods, jobs, services, and housing; and
- ▲ Real, viable choices for methods of travel.

The MTP/SCS built on the foundation provided by the Blueprint project and includes a land use strategy to improve mobility and reduce travel demand from passenger vehicles by prioritizing compact and transit-oriented development, reducing the growth in vehicle miles traveled (VMT) and associated greenhouse gas emissions. The MTP/SCS also includes projections for the location of growth within the region, between jurisdictions and among housing place types (i.e., infill and greenfield development). The 2016 MTP/SCS maps show the SOIA/annexation area as "Lands Not Identified for Development in the MTP/SCS or Blueprint." The 2016 MTP/SCS includes no growth projections for the SOIA/annexation area for 2036.

Sacramento County General Plan

The current Sacramento County General Plan, titled *Sacramento County General Plan of 2005–2030*, was adopted on November 9, 2011. The Sacramento County General Plan provides an inventory of land supply within the county, and projects the amount and location of land and density, and intensity of development that will be required to accommodate future populations and economic growth through 2030.

City of Folsom General Plan

The City of Folsom General Plan is a broad framework for planning the future of Folsom. It is the official policy statement of the City Council to guide the private and public development of the city in a manner to gain the maximum social and economic benefit to the citizens. Buildout under the 1993 General Plan would result in 28,184 dwelling units and 69,333 residents. General plan amendments since the 1993 plan have included the FPASP area south of U.S. Highway 50.

The City is in the process of updating its general plan and released a draft general plan in January 2017.

4.3 ANALYSIS OF CUMULATIVE EFFECTS

The basis of the cumulative analysis varies by technical area. For example, air quality impacts are evaluated against conditions in the air basin. Other cumulative analyses, such as cultural resources, consider the potential loss of resources in a broader, more regional context. Cumulative impacts for each technical area are discussed below.

Significance criteria, unless otherwise specified, are the same for cumulative impacts as project impacts for each environmental topic area. When considered in relation to other probable future projects, cumulative impacts to some resources could be significant and more severe than those caused by the project alone.

4.3.1 Aesthetics

The visual resources cumulative setting consists of the existing rural visual character of the area south of U.S. Highway 50 and in greater Sacramento County and urban development north of U.S. Highway 50 and west towards Rancho Cordova and east into El Dorado County. The existing and projected future urban development in the cities of Folsom, Rancho Cordova, Sacramento, Sacramento County, and El Dorado County is expected to further contribute to the cumulative conversion of open space and agricultural areas to suburban uses and new lighting and glare sources. This cumulative impact would be significant.

Future development of the SOIA/annexation area would alter the existing visual landscape characteristics of the 58 acres of the project area from open space/grazing and grasslands to industrial uses (buildings, parking, and landscaping). This would substantially alter public views of the SOIA/annexation area from public roadways and the nearby SVRA and would also introduce new sources of lighting and glare. The project would contribute to the regional loss of open space and agricultural lands because of development in the City of Folsom, City of Rancho Cordova, and Sacramento County (based on the plans identified in Table 4-2). Cumulatively, the loss of open space as an aesthetic feature would be a significant impact.

While Mitigation Measures 3.1-1, 3.1-2, and 3.1-3 would address screening future development, and reducing potential negative effects of light and glare, the project would ultimately result in the conversion of open space land and further contribute to regional losses of this visual resource and contribute to skyglow impacts. The project's contribution to cumulative impacts related to loss of a scenic vista, visual character, and skyglow are considered **cumulatively considerable and significant and unavoidable**.

4.3.2 Agriculture and Forestry Resources

Development in the Sacramento region along with implementation of the City of Folsom General Plan (including the FPASP) and the Sacramento County General Plan would result in the continued loss of farmland in the region. The Sacramento County General Plan EIR identified that implementation of General Plan planned land uses would result in the loss of up to 8,867 acres of designated farmland (Sacramento

County 2010:1-7). This cumulative impact would be significant. However, the project site does not contain Important Farmland. Therefore, the project does not contribute to this cumulative condition.

From 1988 to 2016, Sacramento County has lost 64,260 acres of agricultural land (FMMP 2017). This accounts for 18 percent of Sacramento County's farmland. This is a significant cumulative impact. The conversion of 58 acres to non-agricultural uses would contribute to this cumulative impact. As discussed in Section 3.2, *Agriculture and Forestry Resources*, approximately 50 acres of the site qualify as "prime agricultural land" as defined under Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act. Sacramento County. The conversion of farmland would be relatively small in the context of the county's entire agricultural land base (0.02 percent) and would not cause a substantial reduction in the county's total agricultural production. However, the conversion of agricultural land would contribute to the incremental decline of farmland the county and would result in the irreversible conversion of this agricultural land. In addition, future development of the SOIA/annexation area could adversely affect nearby agricultural uses and result in the conversion of adjacent agricultural lands. The project's contribution would be cumulatively considerable.

Implementation of Mitigation Measure 3.2-1 would assist in reducing the project's contribution to this cumulative impact. However, these mitigation measures would not create new farmland to replace farmland that could be lost. There is no additional feasible mitigation available. Thus, the project's contribution would remain **cumulatively considerable** and **significant and unavoidable**.

4.3.3 Air Quality

AIR POLLUTANTS

Construction and operation of the future corporation yard would result in emissions of criteria air pollutants in Sacramento County within the jurisdiction of the Sacramento Metropolitan Air Quality Control District (SMAQMD). Sacramento County is currently in nonattainment for ozone, respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM₁₀), and fine particulate matter with an aerodynamic diameter of 2.5 microns or less (PM_{2.5}) with respect to the California ambient air quality standards (CAAQS), and with respect to the national ambient air quality standards (NAAQS). High traffic volumes may result in considerable contributions to nearby existing land uses. This cumulative impact would be significant.

As shown in Table 3.3-5, construction-related maximum daily emissions of ROG, NO_x, PM₁₀, and PM_{2.5} and annual emissions of PM₁₀ and PM_{2.5} would not exceed the respective thresholds throughout the estimated 24-month buildout period. Based on conservative modeling, construction of the future corporation yard would not exceed NO_x, PM₁₀, and PM_{2.5} thresholds. Therefore, construction emissions would not contribute to the existing nonattainment condition in the SVAB with respect to the CAAQS and NAAQS for ozone and particulate matter (PM). Ozone impacts are the result of the cumulative emissions from numerous sources in the region and transport from outside the region. Ozone is formed in chemical reactions involving NO_x, ROG, and sunlight. All but the largest individual sources emit NO_x and ROG in amounts too small to have a measurable effect on ambient ozone concentrations by themselves. However, when all sources throughout the region are combined, they can result in severe ozone problems.

As shown in Table 3.3-6, operation-related activities would not result in mass emissions of ROG, NO_x, PM₁₀, and PM_{2.5} that exceed the SMAQMD-recommended thresholds of significance. Thus, ROG, NO_x, PM₁₀, and PM_{2.5} emissions generated under full buildout of the future corporation yard would not result in adverse air quality impacts to existing surrounding land uses nor contribute to the adverse air quality conditions in the SVAB.

Construction- and operation-related activities would not exceed SMAQMD-recommended thresholds of significance for any criteria air pollutant. Thus, the project's contribution to cumulative construction and operational air quality impacts **would not be cumulatively considerable**.

CARBON MONOXIDE CONCENTRATIONS

As identified in Section 3.11, *Transportation and Circulation*, at complete buildout, the future corporation yard would generate up to 937 average daily trips (ADT), including up to 83 trips during the a.m. peak hour and up to 31 during the p.m. peak hour. Heavy-duty vehicles would constitute up to 25 percent of the trips generated by the future corporation yard. Therefore, none of the intersections would be anticipated to accommodate traffic volumes that would exceed 31,600 vehicles per hour, even assuming all trips occurred at the same intersection. The total trip generation of the future corporation yard is 937, which is below the criteria for a single intersection. Also, because of stricter vehicle emissions standards in newer cars, new technology, and increased fuel economy, CO emissions are expected to be substantially lower in future years than under existing conditions. Furthermore, the future corporation yard would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other location in which horizontal or vertical mixing of mobile-source CO emissions would be substantially limited. Thus, local mobile-source CO emissions generated by the future corporation yard would not result in or substantially contribute to concentrations that exceed the 1-hour or 8-hour ambient air quality standards for CO. As a result, the project's contribution to cumulative CO concentrations **would not be cumulatively considerable**.

TOXIC AIR CONTAMINANTS

The future corporation yard does not include the addition of any new sensitive receptors so this impact addresses TAC sources associated with operation of the new and relocated corporation yard. As identified in Section 3.3, *Air Quality*, operation of the conceptual land use plan could result in new sources of toxic air contaminants (TACs) associated with increase in heavy-duty truck trips (i.e., diesel exhaust) on City roads, diesel exhaust emissions associated with daily operational activities at the corporation yard (e.g., loading, unloading, idling, fueling). Guidance from SMAQMD's Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways and CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors should not be placed within 500 feet of freeways or urban streets with traffic volumes that exceed 100,000 vehicles per day or rural roads with 50,000 vehicles per day. As described in Section 3.11, *Transportation and Circulation*, the project would generate approximately 937 ADT (i.e., new TAC sources) that travel on the surrounding roadway network, and therefore; would not be considered a substantial increase in mobile-source TACs. CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors not be placed within 1,000 feet of a distribution center that accommodates more than 100 trucks per day. Although no existing offsite residential receptors are located within 1,000 feet of the future corporation yard, there are proposed residential receptors located 245 feet north of the future corporation yard. Diesel PM-generating trucks loading/unloading and idling at the future corporation yard could potentially expose future sensitive receptors to increased TAC emissions. However, diesel PM-generating trucks loading/unloading and idling at the future corporation yard could expose new sensitive receptors to increased TAC emissions, thus resulting in an incremental increase in cancer risk that exceeds 10 in one million and/or a hazard index of 1.0 or greater. Implementation of Mitigation Measures 3.3-1 would assist in minimizing exposure of sensitive receptors to TAC emissions generated by the future corporation yard. Although the future corporation yard would reduce TAC emissions to the extent feasible, long-term emission reductions cannot be quantified or verified, and the possibility remains that emissions may not be reduced to a less than significant level into perpetuity. Operation of the future corporation yard may contribute to the nonattainment status of the region and may conflict with CAAQS and NAAQS. Thus, the project's contribution to cumulative operational TAC concentrations is considered **cumulatively considerable** and **significant and unavoidable**.

4.3.4 Biological Resources

CUMULATIVE IMPACTS

The SOIA/annexation area is bounded to the south and west by open grassland habitat; however, over the past 10 to 15 years, significant urban and suburban development have taken place north and east of the SOIA/annexation area. The overall trend of urban and suburban development, roadway construction and

widening, and conversion of existing grassland habitat, will continue throughout the region within the vicinity of the project. Impacts to special-status plant and wildlife species, and sensitive natural communities, from these projects in the region would be the same as those described in Section 3.4, *Biological Resources*, of this EIR. This cumulative impact would be significant.

All potential cumulative projects within must comply with federal, state, and local regulations, including ESA, CESA, CWA, and CEQA regarding listed or other protected species and habitats. Potential impacts to special-status plants, special-status wildlife, and sensitive natural communities will require mitigation to reduce project impacts to a less-than-significant level. Implementation of the SSHCP, if adopted, would provide habitat conservation and avoidance and minimization measures to preserve biological diversity and provide a framework for development that would not likely jeopardize the continued existence of covered species. The SSHCP would reduce site-specific and cumulative impacts of development by replacing project-by-project mitigation with comprehensive, long-term strategies for conserving, protecting, and maintaining viable populations of covered species and natural habitats.

As described in Section 3.4, *Biological Resources*, future development in the SOIA/annexation area would contribute to cumulative impacts to special-status plants, western spadefoot, burrowing owl, Swainson's hawk, golden eagle, northern harrier, white-tailed kite, vernal pool fairy shrimp, vernal pool tadpole shrimp, American badger, wetlands and other waters of the United States and state, and local tree preservation policies. The mitigation measures for these resources (Mitigation Measures 3.4-1, 3.4-2a, 3.4-2b, 3.4-2c, 3.4-2d, 3.4-2e, 3.4-2f, 3.4-3, and 3.4-4) would reduce impacts to less-than-significant levels with the exception of the loss of Swainson's hawk habitat and the regional loss of habitat for special-status species. Development within the grasslands in Sacramento County represents the loss of some of the last large open areas of natural habitat within the region. Further conversion and fragmentation of grassland habitat would reduce wildlife species' ability to persist within this habitat, including special-status species like Swainson's hawk. Therefore, while the project would implement mitigation measures that would offset these impacts to the extent possible, the project's contribution would be **cumulatively considerable** and **significant and unavoidable**.

4.3.5 Cultural and Tribal Cultural Resources

The cumulative context for cultural, tribal cultural, and paleontological resources is Sacramento County, including the City of Folsom. Continued urbanization of the region in accordance with applicable land use plans as well as those approved and proposed development projects described previously, could result in the damage to or destruction of cultural and paleontological resources in the region. This cumulative impact would be significant.

HISTORIC RESOURCES

Two historical resources are known on the project site. One of the resources is a mining district that encompasses a larger region. Because no features of the mining district exist within the project site, the project would not remove any of the character defining features of the mining district and would not change its NRHP-eligibility. The second resource is White Rock Road. The second resource could experience impacts because of minor roadway improvements such as ingress/egress and turn lanes. However, impacts to White Rock Road were also anticipated by other nearby projects. Mitigation for those impacts has already been completed to the satisfaction of the City of Folsom, US Army Corps of Engineers, and the California State Historic Preservation Office. Therefore, the project's contribution to cumulative historic resource impacts **would not be cumulatively considerable**.

ARCHAEOLOGICAL RESOURCES

Based on the results of the cultural resources report, there is one archaeological resource within the project site that has been evaluated as eligible for the NRHP. There are no known prehistoric-era archaeological sites within the SOIA/annexation area. Future development of the site could impact the known archaeological

resource and ground-disturbing activities from future corporation yard development could also result in discovery or damage of as yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. Implementation of Mitigation Measure 3.5-2a would ensure that the project's contribution would not be cumulatively considerable by requiring the City to avoid the resource, cap, or implement data recovery. In addition, because it is possible to find previously unknown archeological materials, Mitigation 3.5-2b would reduce that potential impact by requiring appropriate procedures if a previously unknown archeological resource is found. This mitigation measure would offset the project's contribution. Therefore, the project's contribution to cumulative archaeological resource impacts **would not be cumulatively considerable**.

TRIBAL CULTURAL RESOURCES

As described in Section 3.5, *Cultural and Tribal Cultural Resources*, consultation with the United Auburn IC concluded that the Tribe had no concerns and knows of no TCRs within the project area. Because no resources meet the criteria for a TCR under PRC Section 21074, there would be no impact to tribal cultural resources. Therefore, the project's contribution to cumulative tribal cultural resource impacts **would not be cumulatively considerable**.

PALEONTOLOGICAL RESOURCES

The project site is underlain with metamorphic rock and Mesozoic granite, which have a low paleontological potential. No paleontological resources are known to occur within the project site or a one-mile radius of the site. Therefore, the project's contribution to cumulative paleontological resource impacts **would not be cumulatively considerable**.

4.3.6 Energy

The geographic area considered for cumulative impacts related to energy use includes the service areas for the Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric (PG&E). SMUD and PG&E employs various programs and mechanisms to support provision of these services to new development; various utilities charge connection fees and re-coup costs of new infrastructure through standard billings for services.

WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY

The City's corporation yard operations are currently split among multiple sites, and the existing sites cannot meet current and projected City corporation yard requirements. Existing yard operations are housed in older buildings which are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. The new corporation yard is necessary for City department needs. However, the future corporation yard would increase electricity and natural gas consumption in the region. The future corporation yard would require construction of new utility connections. Development of the future corporation yard would increase electricity and natural gas consumption at the site. Thus, the project's contribution to cumulative energy use **would be cumulatively considerable**.

Mitigation Measures

Implement Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures.

Implementation of Mitigation Measure 3.7-1 provided in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, would further improve the energy efficiency of the future corporation yard through construction reductions, site design features, and potential changes to renewable fuels. Implementation of the Mitigation Measure 3.7-1 would improve operational and transportation energy efficiency of the future corporation yard that would ensure that the future corporation yard's energy consumption would not be considered wasteful, inefficient, or unnecessary. For these reasons, impacts of the project would be reduced and the project **would not have a considerable contribution** such that a new significant cumulative energy impact would occur.

ENERGY INFRASTRUCTURE

Development of the future corporation yard would increase electricity and natural gas consumption and require new utility connections. Several power lines and towers run through the property; however, no utilities (e.g., natural gas and electricity) are located on site.

The Public Utilities Commission obligates SMUD and PG&E to maintain the capacity to provide energy to planned developments. Therefore, SMUD and PG&E would review final development plans once submitted and would determine infrastructure connection specifics at that time. Specific energy demand would be calculated in coordination with SMUD and PG&E to ensure that the future corporation yard is adequately served. If offsite infrastructure is needed, the potential environmental effects of any new or expanded offsite utilities would be considered by the utility provider through separate CEQA review. The physical environmental impacts from construction or operation of offsite improvements could remain significant after implementation of mitigation (i.e., significant and unavoidable), or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level as it is unknown at this time what the extent of these impacts may be. However, offsite transmission facilities were considered as part of the FPASP EIR/EIS and generally contemplated that pole-mounted transmission lines would be located along the northern boundary of White Rock Road near the project site. The impacts of construction of these improvements were evaluated in the FPASP EIR/EIS. However, SMUD has not prepared final designs of this alignment to determine whether changes would be required. Further, neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any facility improvements. The future corporation yard would contribute to the need for new/expanded energy infrastructure that could result in significant environmental impacts. Therefore, the future corporation yard's contribution would be **cumulatively considerable** and **significant and unavoidable**.

4.3.7 Greenhouse Gas Emissions

As discussed in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, impacts of greenhouse gas (GHG) emissions and climate change are inherently cumulative because project emissions of GHGs by themselves would not be so substantial as to alter the global climate. As identified in this section, implementation of Mitigation Measure 3.6-1 would offset future development GHG emissions such that the project's GHG impacts **would not be cumulatively considerable**.

4.3.8 Hazards and Hazardous Materials

The project's public health hazard impacts related to the use, handling, and transportation of hazardous materials and contamination, are associated with site-specific issues that are not connected to cumulative conditions in the region. On a cumulative basis, hazardous impacts would be less than significant.

There is no existing significant adverse cumulative condition relating to hazards and hazardous materials near the project and, alone, the incremental impacts of the project would not cause a significant adverse cumulative impact. Further, construction activities associated with the project would not substantially increase the hazard potential in the study area, and operation of the project would not cause a significant adverse cumulative impact. Mitigation is recommended to address the project's site-specific impacts to a less-than-significant level. As a result, the project **would not have a considerable contribution** such that a new significant cumulative public health hazard impacts would occur.

4.3.9 Hydrology, Drainage, and Water Quality

Previous, on-going, and future development in Sacramento County and the City of Folsom have contributed to additional demands on groundwater resources that may further drawdown groundwater elevations and available water supply, surface and groundwater water quality impacts, and regional increases in peak drainage flows from increased impervious surfaces. This cumulative impact would be significant.

WATER QUALITY

As identified in Impact 3.8-1, future development of the SOIA/annexation could introduce construction and operational water pollutants into stormwater discharges. Implementation of Mitigation Measure 3.8-1 would require that stormwater drainage master planning be prepared for the project site as part of future site development that would require compliance with City stormwater quality requirements that are tied to its NDPES permit requirements to protect surface water quality. This mitigation measure would offset project's contribution to cumulative water quality impacts. Therefore, the project's contribution to cumulative water quality impacts **would not be cumulatively considerable**.

GROUNDWATER RESOURCES

Water supply for future development of the project site would be served by the City of Folsom, and the City would not use groundwater to supply to project site. Therefore, the project would not directly deplete groundwater supplies.

However, the addition of significant areas of impervious surfaces (e.g., roads, parking lots, buildings) can interfere with this natural groundwater recharge process. Upon full project buildout, most of the project site would be covered with impervious surfaces, which would limit the potential for groundwater percolation to occur on the project site. Onsite drainage plans would be designed to retain, capture, and convey increased runoff in accordance with the City design standards and State requirements. These standards and regulations generally require the use of LID features such as vegetated swales, permeable paving, use of landscaping for infiltration, and other measures that would retain runoff as much as possible and allow for onsite infiltration. Furthermore, the project is not anticipated to significantly affect groundwater quality because sufficient stormwater infrastructure would be constructed as part of project to detain and filter stormwater runoff and prevent long-term water quality degradation. Thus, the future development of the project site is not expected to substantially deplete groundwater supplies or lower groundwater levels. The project's contribution to potential groundwater use under cumulative conditions **would not be cumulatively considerable**.

DRAINAGE

As identified in Impact 3.8-3, future development of the project site would increase the quantity of impervious surfaces, which could alter the drainage pattern, or increase the rate or amount of surface runoff. The increased runoff could also discharge at a greater rate, leading to higher peak flows during storm events that could increase the potential for stormwater to cause flood conditions and to transport urban pollutants. This would contribute to cumulative flow conditions within the Buffalo Creek Watershed. Implementation of Mitigation Measure 3.8-1 would require that stormwater drainage master planning be prepared for the project site as part of future site development that would require compliance with City drainage and stormwater quality requirements, and require no increase in existing no drainage flows off site. Therefore, the project's contribution to cumulative drainage impacts **would not be cumulatively considerable**.

4.3.10 Noise and Vibration

CONSTRUCTION NOISE

The nature of construction noise effects are such that project-related construction activities would have to occur simultaneously and near those of other projects for a cumulative effect to occur. It is not anticipated that construction would occur on any of the land directly surrounding the project site to the east, west, and south. However, development is planned directly north of the project site (Folsom Plan Area Specific Plan [FPASP]) and could potentially occur concurrently with construction at the SOIA/annexation area.

The portion of the FPASP area, directly north of the project site is the Alder Creek development area which will consist of single-family, multi-family, commercial, and open space land uses. The Alder Creek

development area could be constructed prior to the remainder of the FPASP area. Therefore, if sensitive receptors within the Alder Creek development were developed and present, construction of other FPASP areas adjacent to the Alder Creek development could potentially occur concurrently with construction at the SOIA/annexation area. Therefore, sensitive receptors within the Alder Creek development area could potentially be exposed to construction noise from both sites and a potentially significant cumulative construction noise impact could occur.

Construction of the project would generate noise localized to the project site, and when combined with other nearby future construction activities could result in sensitive receptors located in the City of Folsom experiencing construction-generated noise levels that exceed the City of Folsom daytime and nighttime exterior noise standards of 50 L_{eq} /70 L_{max} and 45 L_{eq} /65 L_{max} , respectively (see Table 3.9-11/3.9-12). Section 8.42.060 of the City of Folsom Code exempts project construction associated noise during the timeframe of 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday. However, it is possible that certain construction activities on the sites would need to occur during the non-exempt and more noise-sensitive nighttime hours at both sites. As such, if construction-noise at the project were to occur concurrently with future construction activities located at nearby development, the project could combine and result in a **considerable contribution to a potentially significant and unavoidable cumulative impact**.

CUMULATIVE TRAFFIC NOISE

Future cumulative traffic noise levels would be affected by additional build-out of surrounding land uses and increases in vehicular traffic on affected roadways. Several new large developments within the FPASP (e.g., Alder Creek development area) are planned in the area surrounding the project site and would generate vehicle trips on many of the same roadways as project.

Traffic-noise modeling was conducted for the future (cumulative) condition with and without development of the project on the SOIA/annexation area, the results of which are shown in Table 4.3.

Table 4-3 Summary of Modeled Traffic Noise Levels under Cumulative and Cumulative Plus Project Conditions

Segment Description	Applicable Exterior L_{dn} /CNEL Noise Standard for Land Uses along Roadway Segment (dBA) ^{1,2}	Allowable Exterior L_{dn} Noise Standard Increase (dBA) ³	L_{dn} at 100 feet from Roadway Centerline		Change (dBA)
			Cumulative No Project	Cumulative Plus Project	
Prairie City Road (US 50 eastbound ramps to Alder Creek Parkway)	60 ¹	1.5	72.0	72.3	0.3
Prairie City Road (Alder Creek Parkway to Street D)	60 ¹	1.5	71.4	71.7	0.3
Prairie City Road (Street D to Mangini Parkway)	60 ¹	1.5	70.5	70.8	0.3
Prairie City Road (Mangini Parkway to White Rock Road)	60 ¹	1.5	69.2	69.6	0.4
White Rock Road (West of Prairie City Road to Prairie City Road)	60 ¹	1.5	73.8	74.1	0.3
White Rock Road (Prairie City Road to Oak Avenue Parkway)	60 ¹	1.5	72.0	72.3	0.3
White Rock Road (Oak Avenue Parkway to E. Bidwell Street)	60 ¹	1.5	71.7	72.0	0.3
White Rock Road (East Bidwell Street to Placerville Payen Road)	60 ¹	1.5	71.	71.6	0.3
Scott Road (White Rock Road to South of White Rock Road)	75 ²	3	62.9	63.6	0.7

Table 4-3 Summary of Modeled Traffic Noise Levels under Cumulative and Cumulative Plus Project Conditions

Segment Description	Applicable Exterior L _{dn} /CNEL Noise Standard for Land Uses along Roadway Segment (dBA) ^{1,2}	Allowable Exterior L _{dn} Noise Standard Increase (dBA) ³	L _{dn} at 100 feet from Roadway Centerline		Change (dBA)
			Cumulative No Project	Cumulative Plus Project	
East Bidwell Street (White Rock Road to North of White Rock Road)	60 ¹	1.5	69.1	69.4	0.3
Oak Valley Parkway (Alder Creek Parkway to White Rock Road)	60 ¹	1.5	65.1	65.5	0.4
Oak Valley Parkway (US 50 eastbound ramps to Alder Creek Parkway)	60 ¹	1.5	68.5	68.8	0.3
Mangini Parkway (Prairie City Road to Oak Avenue Parkway)	60 ¹	3	61.4	61.9	0.5
Alder Creek Parkway (Prairie City Road to Oak Avenue Parkway)	60 ¹	1.5	69.4	69.7	0.3
Alder Creek Parkway (Oak Avenue Parkway to East of Oak Avenue Parkway)	60 ¹	1.5	67.1	67.5	0.4

Notes: CNEL = Community Noise Equivalent Level; L_{dn} = Day-Night Level; dBA = A-weighted decibels;

¹ 60 CNEL/L_{dn} – Land use compatibility noise standard for single-family residential land uses per the City of Folsom General Plan.

² 75 CNEL/L_{dn} – Land use compatibility noise standard for industrial, manufacturing, utilities, and agricultural land uses per the City of Folsom General Plan.

³ Incremental traffic noise increase standard per the County of Sacramento General Plan (see Table 3.10-9).

Refer to Appendix C for detailed traffic data, and traffic-noise modeling input data and output results.

As shown in Table 4-3, the cumulative-plus-project condition would not result in any roadways projected to exceed the City of Folsom maximum allowable exterior noise level under the cumulative-no-project condition, to exceed the applicable noise increment increase standard (used for considerable contribution thresholds). Thus, the project **would not result in a considerable contribution** such that a new significant traffic noise impact would occur.

CUMULATIVE OPERATIONAL NOISE

As described in Section 3.10, *Noise and Vibration*, operational noise levels associated with operation of the Folsom Corporation Yard could result in noise levels that exceed applicable noise compatibility standards at offsite receptors. However, with mitigation incorporated, the offsite residential receptors would not be subject to substantial operational noise from the project. Therefore, the project **would not result in a considerable contribution** such that a new significant operational noise impact would occur.

4.3.11 Traffic, Transportation, and Circulation

The cumulative impact analysis for transportation and circulation does not rely on a list of specific pending, reasonably foreseeable development proposals near the project; rather, it relies on existing and future development accommodated under the City's General Plan, which is included in regional travel demand modeling.

For transportation and traffic impacts, the geographic focus of the cumulative analysis is the study area and intersections previously identified in Exhibit 3.11-1 of Section 3.11, *Transportation and Circulation*.

LAND USE AND TRAFFIC FORECASTS

A modified version of the Sacramento Area Council of Governments (SACOG) SACMET regional travel demand model was used to forecast cumulative (year 2035) traffic volumes within the study area. The 2035 horizon year is the current horizon year associated with the SACOG 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The model was modified to include more detail including the addition of local roadways and disaggregation of land uses into smaller traffic analysis zones. This detail provides a more accurate estimation of travel patterns within the study area.

The version of the model used incorporates the current MTP/SCS, and includes planned land use development and transportation infrastructure projects within City of Folsom as well as the surrounding six-county region. The cumulative year forecasts account for full build-out of the *Folsom Plan Area Specific Plan* (FPASP). The entire Folsom Plan Area is a 3,513 acre comprehensively planned community comprised of approximately 41 percent residential uses, 15 percent commercial/office uses, 9 percent public/quasi-public uses, 30 percent open space, and 5 percent major circulation. The Folsom Plan Area is permitted to have up to 10,210 residential units.

The cumulative conditions analyses include all internal roadway improvements associated with the FPASP in addition to the following key projects that affect travel patterns within the study area:

- ▲ US 50/Empire Ranch Road Interchange – a new interchange on US 50 east of East Bidwell Street. This will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Empire Ranch Road interchange (identified in the MTP as complete by year 2035).
- ▲ US 50/Oak Avenue Interchange – a new interchange on US 50 west of East Bidwell Street. This will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Oak Avenue interchange (identified in the MTP as complete by year 2035).

Additionally, the Capital SouthEast Connector Project is assumed under the cumulative year. This project includes the abandonment of Scott Road adjacent to the project site. As a result, the project's secondary access on to Scott Road is removed in the cumulative year, and all project trips using the Scott Road/White Rock Road intersection would be rerouted through the Prairie City Road/White Rock Road intersection.

A forecasting procedure known as the “difference method” was used to develop the Cumulative No Project and Cumulative Plus Project forecasts. This method accounts for potential differences between the base year model and existing traffic counts that could otherwise transfer to the future year model and traffic forecast.

This forecasting procedure is calculated as follows:

$$\text{Cumulative Traffic Forecast} = \text{Existing Count Volume} + (\text{Cumulative Model Forecast} - \text{Base Year Model Forecast})$$

Exhibit 4-1 displays the resulting Cumulative No Project forecasts, which include build-out of the Folsom Plan Area as detailed above. The map included on Exhibit 4-1 indicates the alignment of major planned roadways throughout the Plan Area (shown as dashed lines). In addition to the five existing study intersections, the following seven study intersections are analyzed under cumulative conditions:

- ▲ Prairie City Road / Alder Creek Parkway,
- ▲ Prairie City Road / Street D,
- ▲ Prairie City Road / Mangini Parkway,
- ▲ Oak Avenue Parkway / US 50 Westbound Ramps,
- ▲ Oak Avenue Parkway / US 50 Eastbound Ramps,
- ▲ Oak Avenue Parkway / Alder Creek Parkway, and
- ▲ Oak Avenue Parkway / White Rock Road.

Build-out of the FPASP south of US 50 affects the distribution of project trips under cumulative conditions because of the development of additional land uses and the construction of additional roadways. To account for this, a separate project distribution was developed for the cumulative year, which is displayed in Exhibit 4-2.

CUMULATIVE IMPACTS TO INTERSECTION OPERATIONS

Cumulative Plus Project traffic volumes account for the addition of vehicle trips associated with the new employees to the Cumulative No Project volumes in accordance with the trip distribution displayed in Exhibit 4-2. Exhibit 4-3 displays the resulting a.m. and p.m. peak hour intersection traffic volumes under Cumulative Plus Project conditions.

Table 4-4 shows the cumulative peak-hour intersection operations at the study intersections (refer to Appendix C for technical calculations). Under cumulative conditions, all project trips access the site via the Prairie City Road/White Rock Road intersection. As displayed in Table 4-4, all study intersections would operate acceptably at LOS D or better during both peak hours. Therefore, this impact **would not be cumulatively considerable** such that a new significant cumulative intersection impact would occur.

Table 4-4 Intersection Operations – Cumulative Conditions

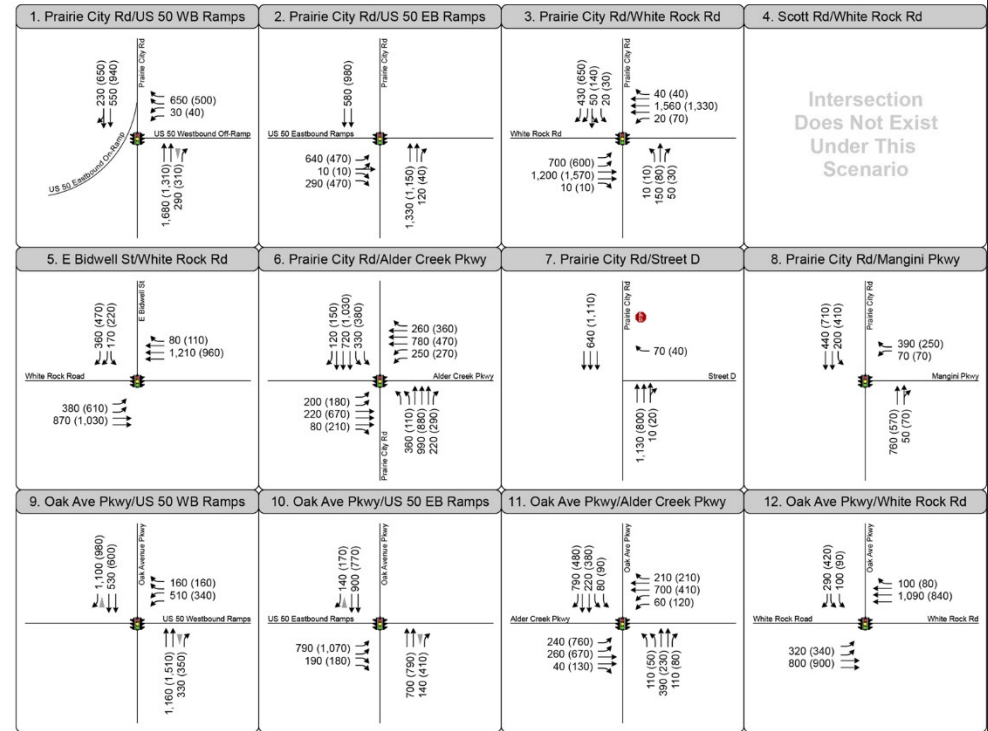
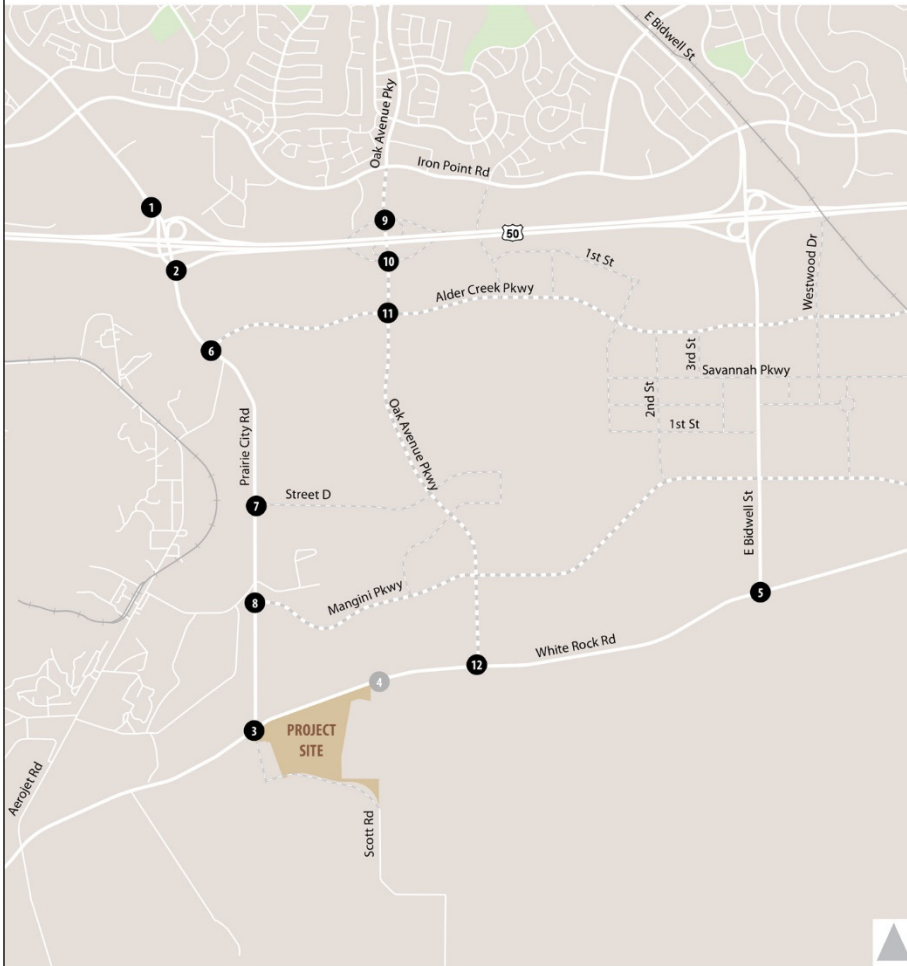
Intersection	Traffic Control	Peak Hour	Cumulative Conditions		Cumulative Plus Project Conditions	
			Delay ¹	LOS	Delay ¹	LOS
1. Prairie City Road / US 50 Westbound Ramps	Signal	AM	14	B	14	B
		PM	8	A	8	A
2. Prairie City Road / US 50 Eastbound Ramps	Signal	AM	10	A	10	A
		PM	9	A	9	A
3. Prairie City Road / White Rock Road	Signal	AM	28	C	34	C
		PM	25	C	28	C
4. Scott Road / White Rock Road ²	Signal	AM	–	–	–	–
		PM	–	–	–	–
5. East Bidwell Street / White Rock Road	Signal	AM	11	B	11	B
		PM	13	B	13	B
6. Prairie City Road / Alder Creek Parkway	Signal	AM	30	C	31	C
		PM	30	C	30	C
7. Prairie City Road / Street D	SSSC	AM	1 (18)	A (C)	1 (18)	A (C)
		PM	1 (14)	A (B)	1 (14)	A (B)
8. Prairie City Road / Mangini Parkway	Signal	AM	10	A	10	A
		PM	10	A	10	B
9. Oak Avenue Parkway / US 50 Westbound Ramps	Signal	AM	8	A	8	A
		PM	8	A	8	A
10. Oak Avenue Parkway / US 50 Eastbound Ramps	Signal	AM	9	A	9	A
		PM	12	B	12	B
11. Oak Avenue Parkway / Alder Creek Parkway	Signal	AM	39	D	40	D
		PM	23	C	24	C
12. Oak Avenue Parkway / White Rock Road	Signal	AM	16	B	18	B
		PM	12	B	12	B

Notes: LOS = Level of Service. SSSC = Side-Street Stop-Controlled

¹ For signalized and AWSC intersections, average intersection delay is reported in seconds per vehicle for all approaches. For SSSC intersections, the LOS and control delay for the worst movement is shown in parentheses next to the average intersection LOS and delay. Impacts to signalized and AWSC intersections are determined based on the overall LOS and average delay; impacts to SSSC intersections are determined based on the delay for the worst movement. Intersection LOS and delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 2010 (Transportation Research Board, 2010). All intersections were analyzed in Synchro.

² Intersection does not exist under cumulative conditions.

Source: Fehr & Peers 2017



- 1** Study Intersection
- Planned Roadways
- Project Site
- Channelized Turn Lane
- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign

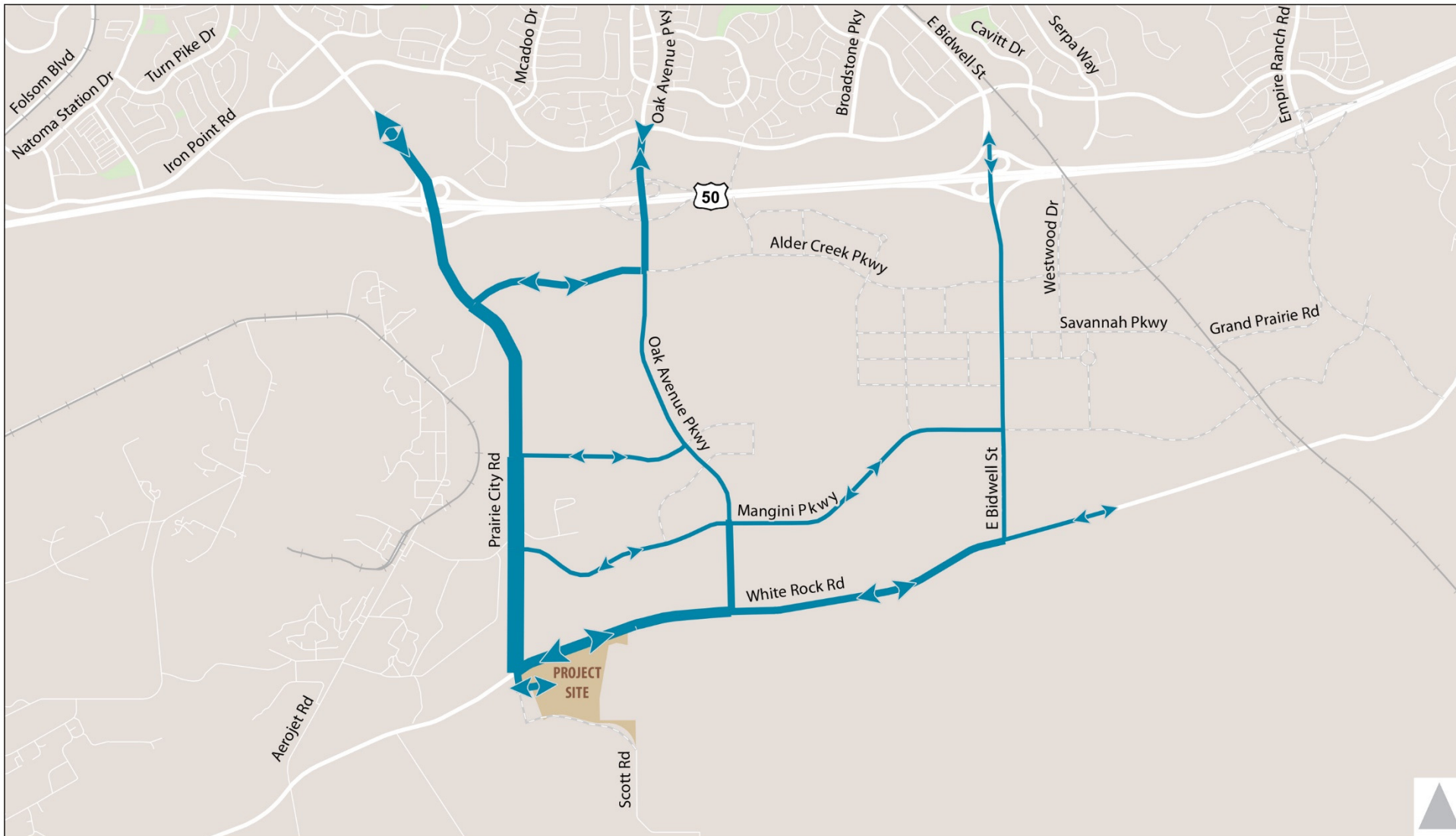
Source: Prepared by Fehr & Peers in 2018




CUMULATIVE NO PROJECT TRAFFIC VOLUMES X17010100.01.008

Exhibit 4-1

Peak Hour Traffic Volumes and Lane Configurations – Cumulative No Project





-  Trip Distribution
-  Planned Roadways
-  Project Site

Source: Prepared by Fehr & Peers in 2018

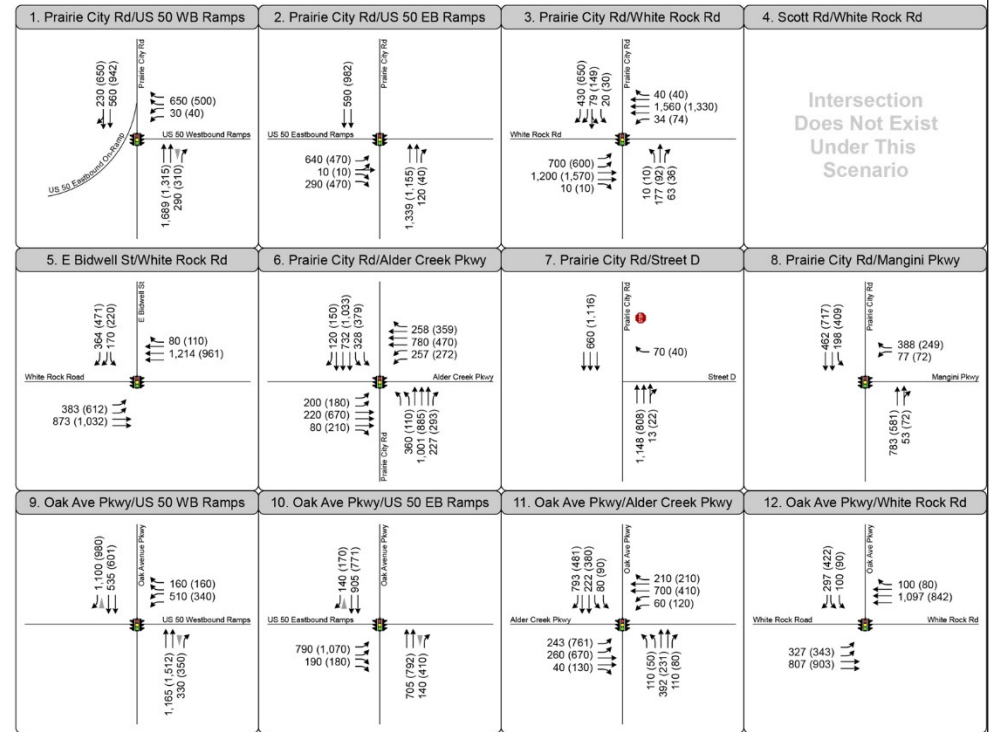
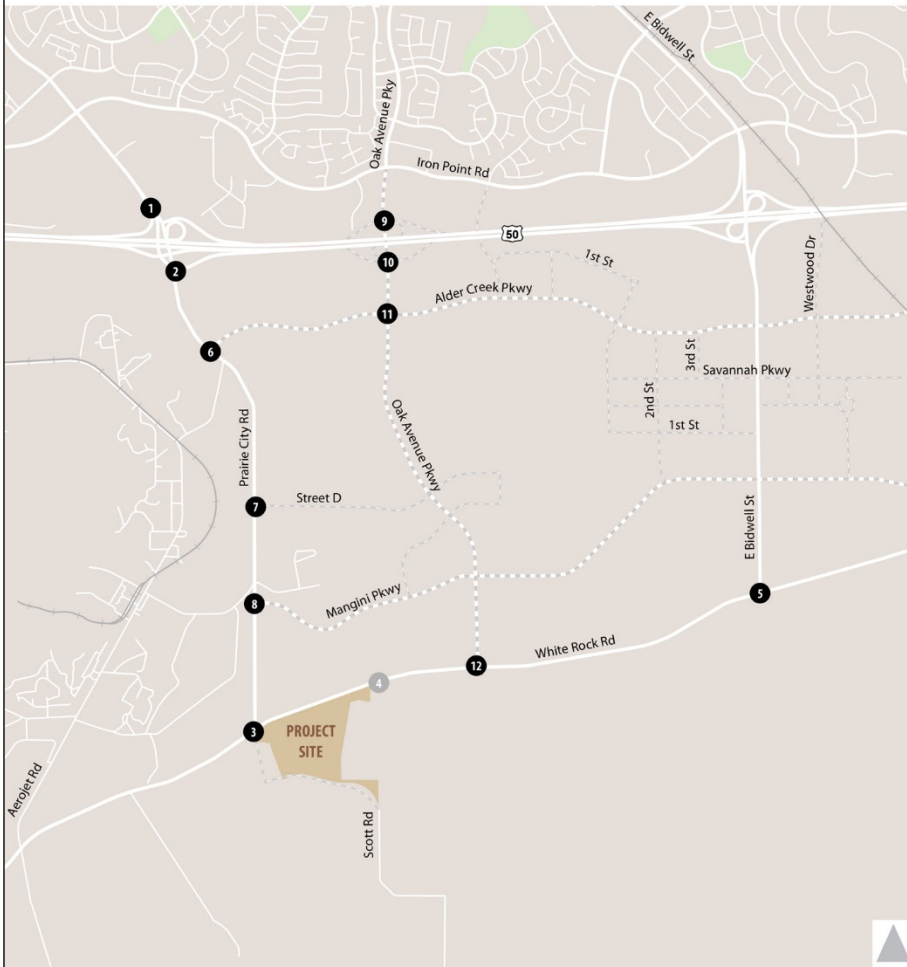


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Exhibit 4-2

Trip Distribution – Cumulative Plus Project Conditions





- 1** Study Intersection
- Planned Roadways
- Project Site
- Channelized Turn Lane
- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign

Source: Prepared by Fehr & Peers in 2018

X17010100 01 010

CUMULATIVE IMPACTS TO FREEWAY FACILITIES

Table 4-5 displays the cumulative off-ramp queuing results within the study area during the a.m. and p.m. peak hours. As shown, the project does not result in any change to queue lengths. All study freeway off-ramp queues would continue to remain well within the available storage area with the addition of the project. This impact **would not be cumulatively considerable** such that a new significant cumulative freeway impact would occur.

Table 4-5 Off-Ramp Queuing – Cumulative Conditions

Location	Available Storage ¹	Peak Hour	Cumulative No Project	Cumulative Plus Project
			Queue ²	Queue ²
US 50 Prairie City Road Westbound Off-Ramp	1,900 feet	AM	300 feet	300 feet
		PM	150 feet	150 feet
US 50 Prairie City Road Eastbound Off-Ramp	1,500 feet	AM	175 feet	175 feet
		PM	125 feet	125 feet
US 50 Oak Avenue Parkway Westbound Off-Ramp	1,900 feet	AM	100 feet	100 feet
		PM	150 feet	150 feet
US 50 Oak Avenue Parkway Eastbound Off-Ramp	1,500 feet	AM	125 feet	125 feet
		PM	200 feet	200 feet

Notes:

¹ The available storage length for off-ramp queuing is measured from the noted off-ramp terminal intersection to the freeway off-ramp gore point.

² Maximum queue length is based upon output from Synchro software.

Source: data provided by Fehr & Peers in 2018

CUMULATIVE IMPACTS TO TRANSIT

Implementation of the project would not generate new demand for transit trips during either peak hour, and thus would not result in demands to transit facilities greater than available capacity. The project would expand transit storage facilities and office space for administrative employees, which helps support the expansion of transit service within the City to meet cumulative demand. The project would not significantly affect operations of transit lines, nor would it degrade access to transit. Therefore, this impact **would not be cumulatively considerable** such that a new significant cumulative transit impact would occur.

CUMULATIVE IMPACTS TO BICYCLE OR PEDESTRIAN FACILITIES

The project will construct curb, gutter, and sidewalk on all along its frontage, with the exception of White Rock Road, which will be improved with construction of Capital SouthEast Connector Project. The design of the curb, gutter, and sidewalk will reflect City standards. The project would not disrupt existing or planned bicycle/pedestrian facilities, nor would it create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. Therefore, this impact is **would not be cumulatively considerable** such that a new significant cumulative bicycle and pedestrian impact would occur.

CUMULATIVE CONSTRUCTION RELATED IMPACTS

Construction may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures; however, access to all nearby parcels will be maintained. Heavy vehicles will access the site and may need to be staged for construction. Construction traffic impacts would be localized and temporary; ample staging area would be available to the construction contractor reducing the need for use of streets and other active areas; and the

City of Folsom or its contractor would prepare and implement a Construction Traffic Management Plan to reduce the temporary impacts to the degree feasible. These activities could result in degraded roadway operating conditions. Therefore, the impacts would be **cumulatively considerable and significant**.

Mitigation Measure 4-1

Prior to the beginning of construction, the City shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities 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 existing businesses and emergency vehicles, and use of manual traffic control.
- ▲ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Construction traffic impacts would be localized and temporary. The City or its contractor would prepare and implement a Construction Traffic Management Plan that meets with the approval of the City Traffic Engineer, in accordance with City Code, which would reduce the temporary impact to the degree feasible. For these reasons, construction traffic impacts of the project would be reduced and the project **would not have a considerable contribution** such that a new significant cumulative construction traffic impact would occur.

4.3.12 Utilities

WATER SUPPLY

There is no existing water service to the project site, and the project site is not currently within the service area of any water purveyors. With the project, water would be supplied to the site by the City of Folsom's Environmental and Water Resources Department. The City obtains all of its potable water supply from the Folsom Reservoir; the current water rights amount to 34,000 acre-feet (af) of raw water per year. Raw water is treated at the Folsom Water Treatment Plant. The City of Folsom's 2015 Urban Water Management Plan projects and evaluates cumulative water demands for the City's entire service area. The anticipated 2030 water demand of the City in combination with the future water for the project site would be 28,533 af per year. The City's 2030 water supply is projected to be between 34,750 af in multiple dry year conditions and 38,790 af in normal water year conditions. Therefore, no significant cumulative water supply impacts would occur. Because adequate water supplies are available, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative water supply impact would occur.

The water infrastructure needs for the project can be adequately served through water distribution facilities being constructed as part of the FPASP immediately north of the project site (MacKay & Soms 2017). Potential impacts associated with construction of these facilities has been evaluated as part of environmental review for the FPASP. The FPASP is within the City of Folsom and would require approvals by the City. Therefore, the potential impact of constructing new or expanded water facilities to serve cumulative development would be significant. Thus, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative impact related to water infrastructure would occur.

WASTEWATER SERVICE

The project site does not have any existing sewer or wastewater infrastructure, and is not currently served by a municipal wastewater service provider. The project site is outside of Sacramento Regional County Sanitation District's (Regional San's) SOI; however, if the project is approved, it would be annexed into the district boundary.

The SRWWTP is permitted to treat an ADWF of 181 mgd, while the facility's 2014 ADWF was approximately 106 mgd. The 181 mgd permitted capacity has been in effect since 1990. While the approved EchoWater project will result in improved effluent water quality, this project does not increase treatment capacity of SRWWTP. In the 1990s and early 2000s, Regional San considered capacity expansion from 181 to 218 mgd ADWF and had flows as high as 155 mgd ADWF, with expectations that treatment needs would increase. Since then, water conservation and a reduction in water use have reversed the growth in wastewater capacity use. Regional San expects per capita consumption to fall 25 percent over the next 20 years through the ongoing installation and use of water meters, as well as compliance with water conservation measures. As such, substantial additional water conservation is expected throughout Regional San's service area, putting off the expectation that the existing 181 mgd ADWF capacity will be exhausted until at least 2050 (Regional San 2014:6-2.). Development of the project site with a future corporation yard is estimated to generate 12,000 gpd or 0.012 mgd of wastewater. The wastewater generated by the site would be less than 1 percent of the flow capacity of the SRWWTP and would be well below the remaining capacity of 31 to 68 mgd. Therefore, no significant cumulative wastewater treatment capacity impacts would occur. Further, because adequate capacity is available, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative wastewater treatment impact would occur.

The wastewater infrastructure needs for the project can be adequately served through wastewater distribution facilities being constructed as part of the FPASP immediately north of the project site (MacKay & Soms 2017). Potential impacts associated with construction of these facilities has been evaluated as part of environmental review for the FPASP. The FPASP is within the City of Folsom and would require approvals by the City. Therefore, the potential impact of constructing new or expanded water facilities to serve cumulative development would be significant. Thus, the project **would not have a cumulatively considerable contribution** such that a new significant cumulative impact related to water infrastructure would occur.

SOLID WASTE SERVICE

As identified under Impact 3.12-4, the Kiefer landfills has a remaining capacity (112,900,000 cubic yards) available to serve future development. The closure date of Kiefer Landfill is anticipated to be approximately January 1, 2064. The project site would generate approximately 1,530 cubic yards of solid waste per year. There is adequate permitted landfill capacity available to accommodate the project and future growth into the foreseeable future. This is a less-than-significant cumulative impact and the project's cumulative demands **would not result in a considerable contribution** such that new significant cumulative impact would occur.