

## 2 PROJECT DESCRIPTION

The City of Folsom (City) and the landowner, Aerojet Rocketdyne Inc., an Ohio Corporation have submitted a joint application to Sacramento Local Agency Formation Commission (LAFCo) to amend the City's sphere of influence (SOI) and annex an approximate 58-acre (57.8 acres) property into the City for future use as a City corporation yard. The project includes two sphere of influence amendments (SOIAs), a general plan amendment, a prezone, and other reorganization actions (annexations and detachments from special districts as described in Section 2.7.1, *Sacramento LAFCo*).

### 2.1 PROJECT LOCATION

The project site is located at the southeast corner of Prairie City Road and White Rock Road, just west of Scott Road in Sacramento County, California (Exhibit 2-1). It includes a portion of APNs 072-0060-052 and 072-0110-001 (Exhibit 2-2). Exhibit 2-2 shows the line between the two APNs as a dashed line because, even though the Sacramento County Assessor's Office provides two numbers for these areas, both of these APNs make up one legal parcel. This EIR uses the APNs as a shorthand to describe these geographic areas.

### 2.2 PROJECT BACKGROUND

#### 2.2.1 City of Folsom Corporation Yard Needs Assessment

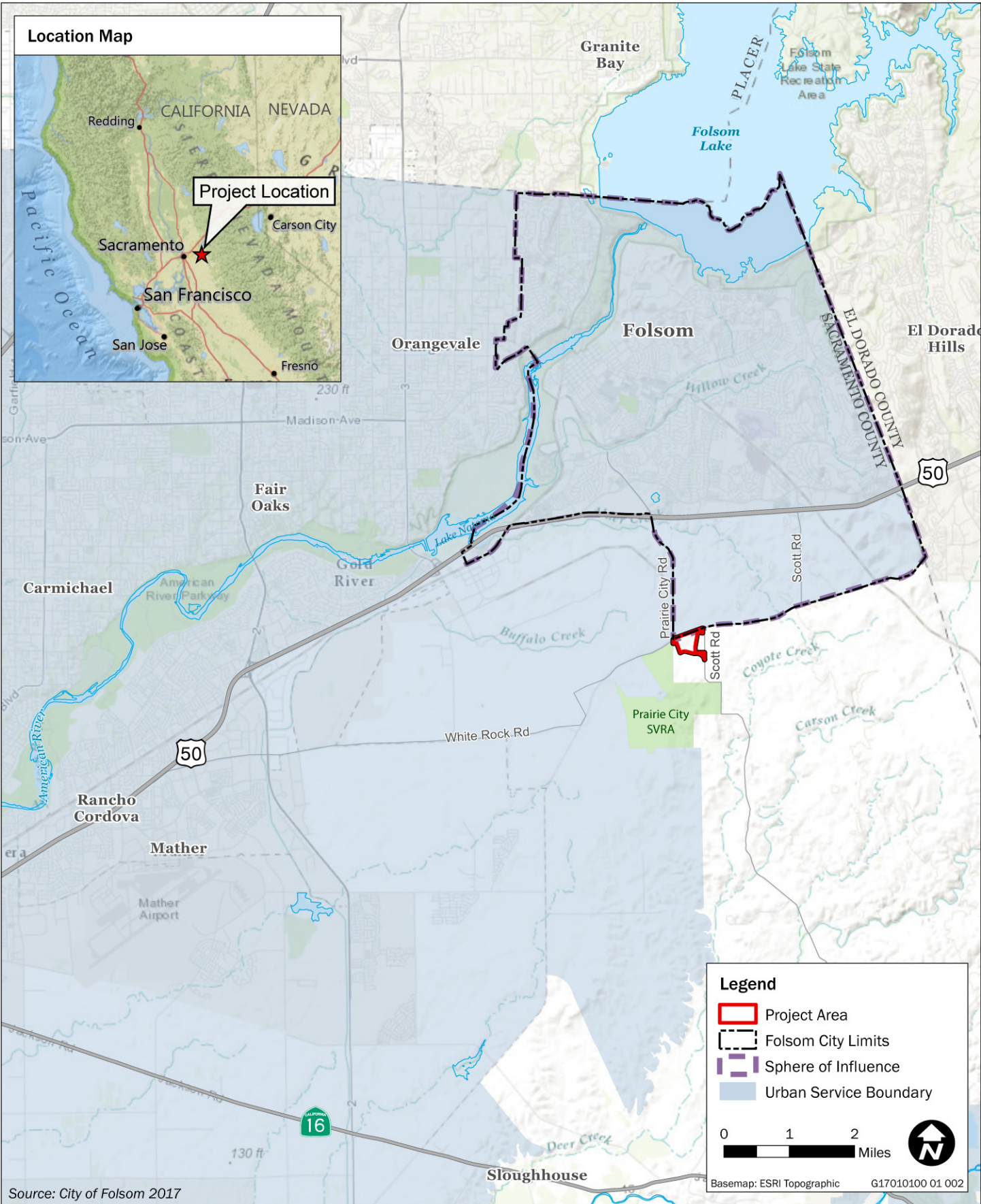
In 2008, the City conducted a review of the existing corporation yard needs to determine whether existing facilities were adequate and, if not, what type of facilities would be needed to accommodate both the current city population and the City's projected build out identified in its general plan and from other foreseeable development (City of Folsom 2008). In 2011, the City of Folsom annexed approximately 3,500 acres south of U.S. Highway 50 and adopted the Folsom Plan Area Specific Plan (FPASP) which would allow a projected 11,337 new housing units and 2.8 million square feet of commercial to develop in that area. The 2008 needs assessment accounted for corporation yard needs from the annexation of the 3,500-acre FPASP area.

The City's corporation yard operations are currently split among multiple sites. The main corporation yard is at the west end of Leidesdorff Street with additional yards located at the water treatment plant, a yard adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street, and a yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road.

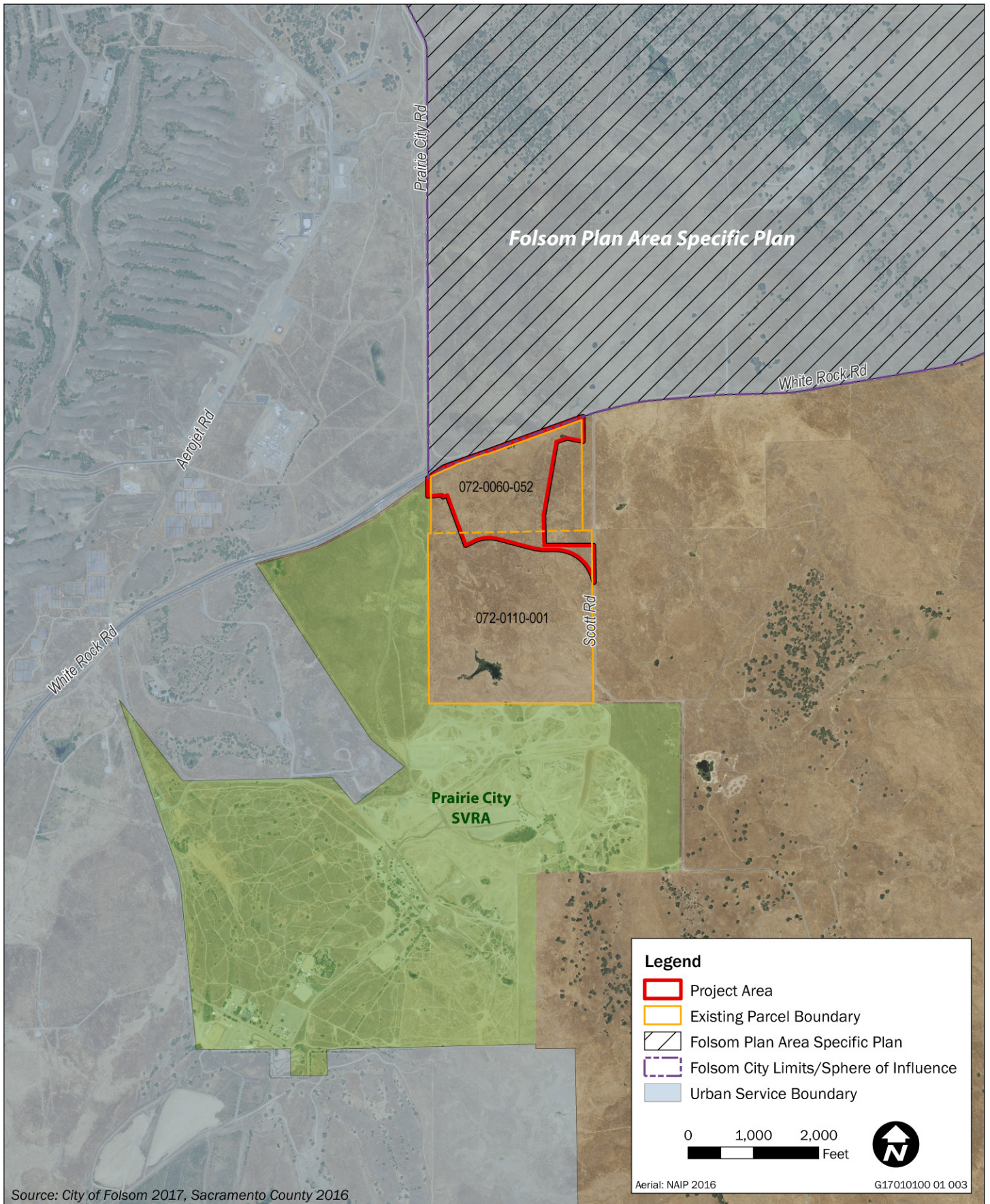
The main Leidesdorff Yard (5 acres of active use) is fully occupied and unable to support current requirements; thus, the City has developed other smaller corporation yard sites to meet current needs. Approximately 10 acres of additional adjacent space is available on the site of the former landfill for passive uses, but even with this available acreage, the existing sites cannot meet current and projected City corporation yard requirements.

Existing yard operations at the Leidesdorff Yard are housed in a variety of older buildings including prefab buildings, wood frame sheds, and modular trailers. Most buildings are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. Existing buildings do not provide the type of spaces required to meet contemporary standards for efficient and cost-effective maintenance operations (City of Folsom 2008).

The City's current 2017 population is 73,105 (California Department of Finance 2017), not including inmates at Folsom Prison. The City of Folsom anticipates that the total household population of the City at



Source: City of Folsom 2017



Source: City of Folsom 2017, Sacramento County 2016

buildout will be about 109,000 (City of Folsom 2008). As the City has grown, conflicts between corporation yard uses and local residents have become more of an issue. The main corporation yard is located in Old Town Folsom, adjacent to, otherwise quiet, residential neighborhoods. Due to residents' complaints, one of the access points to the yard (on the south side) has been closed and all corporation yard traffic enters and exits out of one access point.

The Leidesdorff Yard's current location also places it directly above the American River, and these older facilities have caused additional maintenance needs to prevent pollution from entering the watershed. While the City has a National Pollutant Discharge Elimination System permit and works to manage stormwater and runoff, the facility needs constant maintenance and oversight.

Table 2-1 shows the City's current staffing and facility needs. The current needs were estimated in 2006 and staffing levels have since been decreased because of the recent economic recession and implementation of operational efficiencies. However, City staff have reviewed the estimates and confirmed they represent a reasonable estimate of the level of staffing needed to serve the current City population. The existing 5-acre Leidesdorff Yard site cannot accommodate current nor future corporation yard requirements.

**Table 2-1 Facility Needs (Existing)**

Space Component	Staff	Enclosed Office/Shop/Warehouse SF	Exterior Covered SF	Exterior Open SF	Total SF
<b>Parks and Recreation</b>					
Park Maintenance	33	6,372	25,424	25,578	57,374
<b>Public Works</b>					
Street Maintenance	19	17,960	34,894	25,900	78,754
Transit	27	4,278	–	20,530	24,808
Fleet Management	14	23,005	1,190	12,958	37,153
<b>Solid Waste</b>					
Collections	44	3,377	–	227,854	231,231
Household Hazardous Waste	–	4,500	2,240	8,935	15,675
Transfer Station	–	–	–	–	–
<b>Environmental and Water Resources (Utilities)</b>					
Administration	2	1,167	–	–	1,167
Utility Maintenance	14	–	3,500	21,787	25,287
Wastewater	12	5,216	3,920	8,590	17,726
Water	8	3,133	–	4,267	7,400
Water Treatment Plan - Plant Maintenance	4	6,495	2,940	4,385	13,820
<b>Common/Shared</b>					
Office Support	–	7,788	560	65,738	74,086
Field/Shop Support	–	18,920	11,724	36,658	67,302
<b>Total</b>	<b>177</b>	<b>102,211</b>	<b>86,392</b>	<b>463,180</b>	<b>651,783</b>
<b>Gross Building Area (GSF) (NSF @ 87.5%)</b>	–	<b>120,699</b>	–	–	<b>120,699</b>
<b>Total Yard Area</b>	–	–	<b>86,391</b>	<b>463,180</b>	<b>549,571</b>
<b>Site Circulation, Landscaping, Setback (@35%, 25%, 25%)</b>	–	<b>42,245</b>	<b>21,598</b>	<b>115,795</b>	<b>179,638</b>
<b>Total</b>	–	<b>162,944</b>	<b>107,989</b>	<b>578,975</b>	<b>849,908</b>

Source: City of Folsom 2008

The City's Public Works and Environmental and Water Resources departments, are the primary occupants of the Leidesdorff Yard. Parks and Recreation yard operations are split between two additional yard locations.

Water and Wastewater departments have their field crews and storage requirements split between the Leidesdorff Yard and the water treatment plant. The Solid Waste Department is located at the Leidesdorff. Each of these locations is identified on the Exhibit 2-3.

The City currently relies on multiple corporation yard locations and, if no additional space is found, would continue to operate with significant challenges and inefficiently, with staff and materials placed in various locations. After an extensive review of current and future needs, the City determined that it would be most efficient if most, if not all, corporation yard activities were placed at one site.

The project site provides a location outside of the City's residential development areas, close to a soon-to-be expanded roadway, close to development in the FPASP area, close to other noise sources (off-highway motor vehicle uses and a busy roadway), and away from most residential uses. The site is currently within the County of Sacramento's jurisdiction, outside of the City's SOI. For the City to use this site as a corporation yard, it's SOI would need to be amended and the area would need to be rezoned and annexed into the city.

## 2.3 EXISTING LAND USES AND DESIGNATIONS

The project site is currently vacant, owned by Aerojet Rocketdyne Inc., an Ohio Corporation. The site is surrounded by mostly vacant, undeveloped land. An aggregate quarry is located to the south and Aerojet's Area 41 remediation site is to the east. The site is surrounded by barbed wire fence and no structures (other than power lines and towers) are present. There is an existing access point along White Rock Road between Prairie City Road and Scott Road. This entrance is gated with a short dirt road leading up to it; there are no access roads within the site. Several power lines and towers run through the property; however, no utilities (e.g., water, wastewater, natural gas, and electricity) are located on site. Across White Rock Road to the northeast is the southern portion of the FPASP development area.

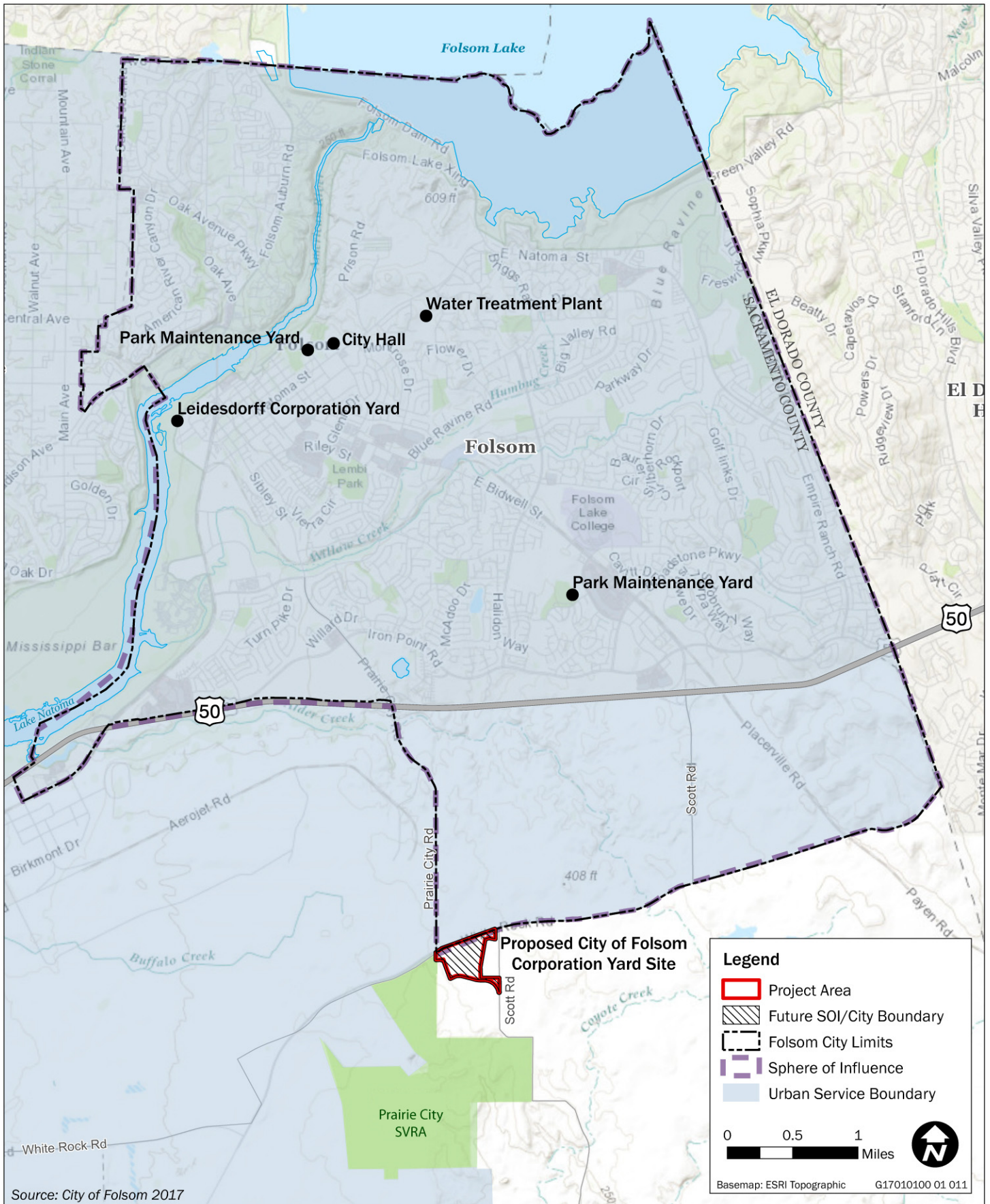
The SOIA/annexation area for the City of Folsom Corporation Yard is currently within the jurisdiction of the County of Sacramento, just outside the City of Folsom's SOI and outside the County's Urban Services Boundary (USB). As shown on Exhibit 2-4, the SOIA/annexation area is designated in the Sacramento County General Plan as General Agricultural 80-acre (GA-80) but is currently not actively used for agricultural purposes. It is zoned as a Special Planning Area. Lands to the south and east are also designated as General Agricultural. To the west, California State Parks has an off-highway motor vehicle park, Prairie City State Vehicular Recreational Area (SVRA), which contains trails and tracks open to almost daily off-highway motor vehicle use. In addition, the SVRA hosts public events throughout the year which access the site from Scott Road and White Rock Road.

While the area to the north of the site is currently undeveloped, it is within the FPASP area and is currently planned for a variety of uses, including open space, residential, commercial, and other uses. See Exhibit 2-5 for the zoning designations of the project site as well as the surrounding area.

## 2.4 NEARBY PROJECTS/DEVELOPMENTS

### 2.4.1 Folsom Plan Area Specific Plan Development

As mentioned previously, the project site is directly south of the FPASP development area. On June 28, 2011, the Folsom City Council approved the FPASP for development of over 10,000 residential homes with a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks, and supporting infrastructure. The development would be located on approximately 3,514 acres (Resolution No. 8863). The City and the U.S. Army Corps of Engineers prepared a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the FPASP that evaluated the environmental impacts associated with development of the entire plan area based on the land use and zoning designations identified in the specific plan. The City was the Lead Agency with respect to preparation of the EIR and the U.S. Army Corps of Engineers was the Lead Agency with respect to preparation of the EIS.

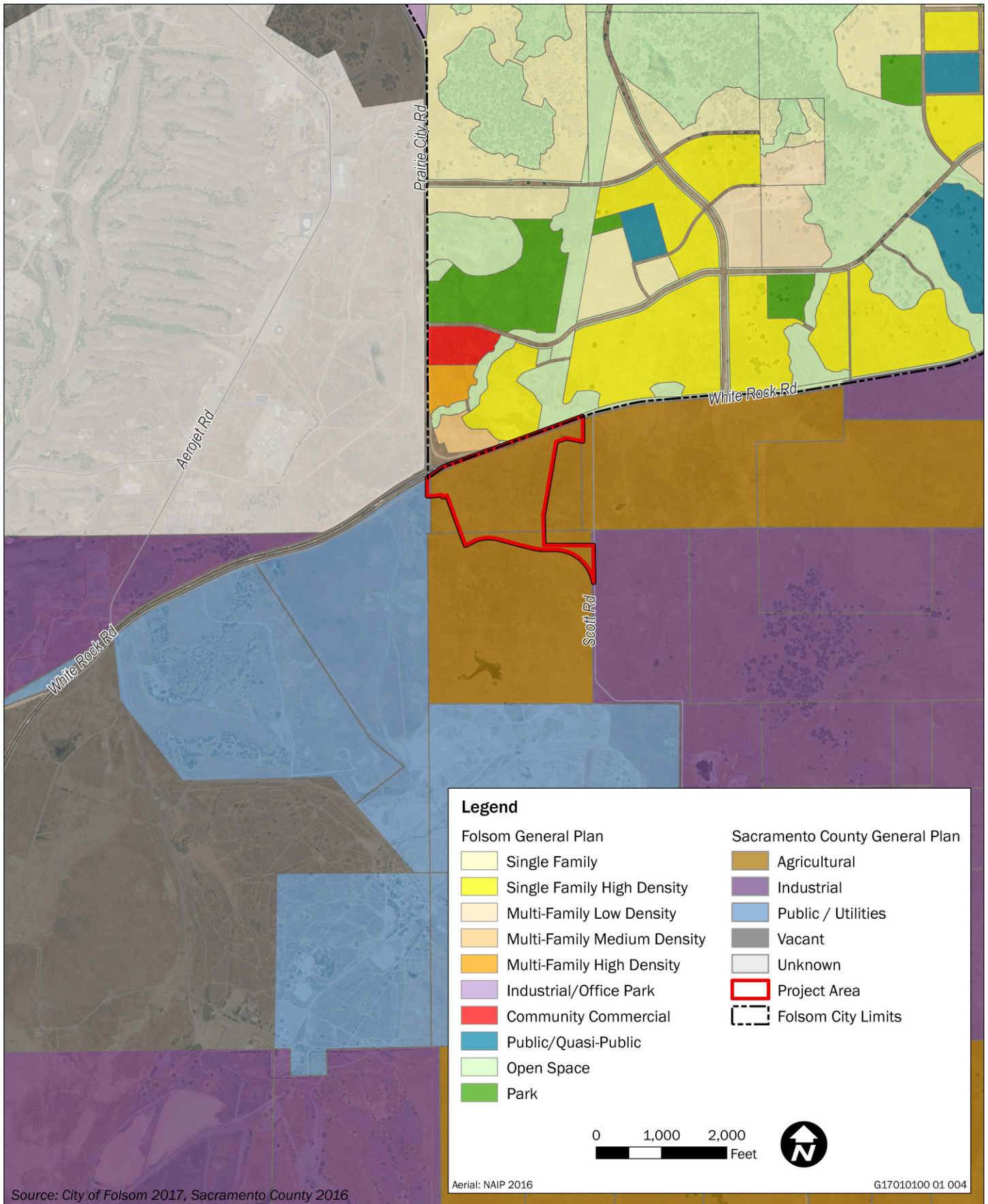


Source: City of Folsom 2017

**Exhibit 2-3**

**Existing Corporation Yard Facility Locations**



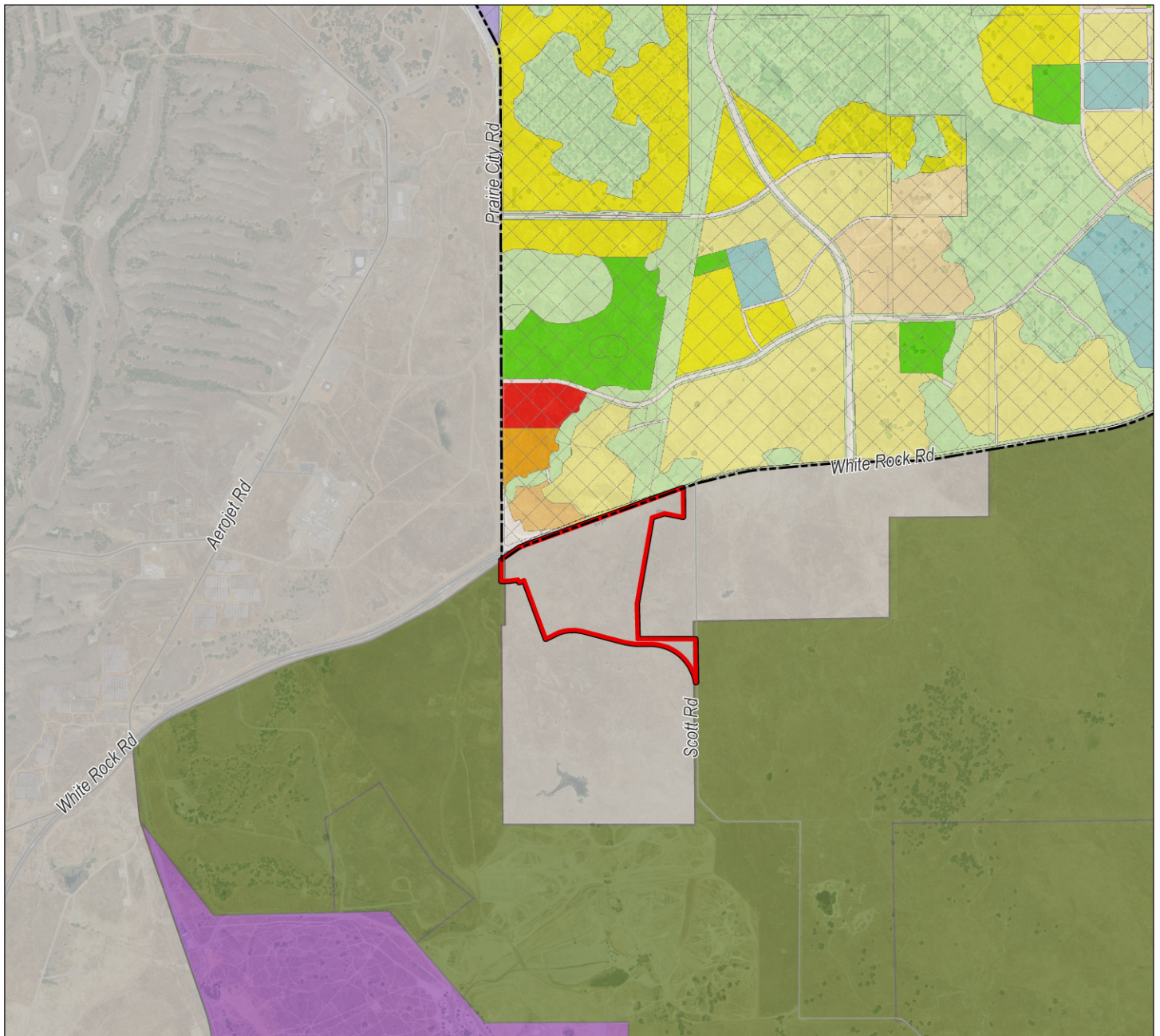


Source: City of Folsom 2017, Sacramento County 2016

**Exhibit 2-4**

**Existing City of Folsom and Sacramento County General Plan Land Use Designations**





**Legend**

<b>City of Folsom Zoning</b>		<b>Sacramento County Zoning</b>	
	Specific Plan District		Community Commercial
	Single Family		Open Space
	Single Family High Density		Public/Quasi-Public
	Multi-Family Low Density		Industrial/Office Park
	Multi-Family Medium Density		Park
	Multi-Family High Density		Agricultural - 80 Acres
			Special Planning Area
			Project Area
			Folsom City Limits

0 1,000 2,000 Feet

Source: City of Folsom 2017, Sacramento County 2016

Aerial: NAIP 2016

G17010100 01 005



The portion of the FPASP area, directly north of the project site is the Alder Creek development area (formerly known as the Hillsborough project). The area around the power lines will remain in open space use. To the west of the power lines, the plan includes both single-family high density and multi-family medium density residential units. The environmental review for the Arden Creek area considered the potential for the City to locate a corporation yard across White Rock Road.

## 2.4.2 Sacramento Capital Southeast Connector

The Sacramento Capital SouthEast Connector is a planned and approved 35-mile multi-lane limited access roadway which will connect Interstate 5 and State Route 99 in Sacramento County with U.S. Highway 50 in El Dorado County. White Rock Road, just north of the project site, is the anticipated alignment for the portion of the SouthEast Connector located north of the project site (see Exhibit 2-6). The overall SouthEast Connector project is divided into five segments – identified as A, B, C, D and E moving from west to east – based on geographic and jurisdictional boundaries, roadway classification, adjacent community characteristics, projected traffic demand and potential financing opportunities. For increased flexibility related to the timing of funding availability, the five segments are broken down into smaller sub-segments – identified as 1, 2 or 3 – based primarily on the existing roadway network and SouthEast Connector roadway classifications.

The portion to the north of the project site is segment D3, and encompasses the right-of-way from the intersection of Grant Line Road and White Rock Road to where White Rock Road enters El Dorado County. A portion of the project site includes right-of-way reserved for the future expansion of White Rock Road. This 6.31-mile segment will have four lanes at buildout and act as an expressway (Southeast Connector JPA 2017).

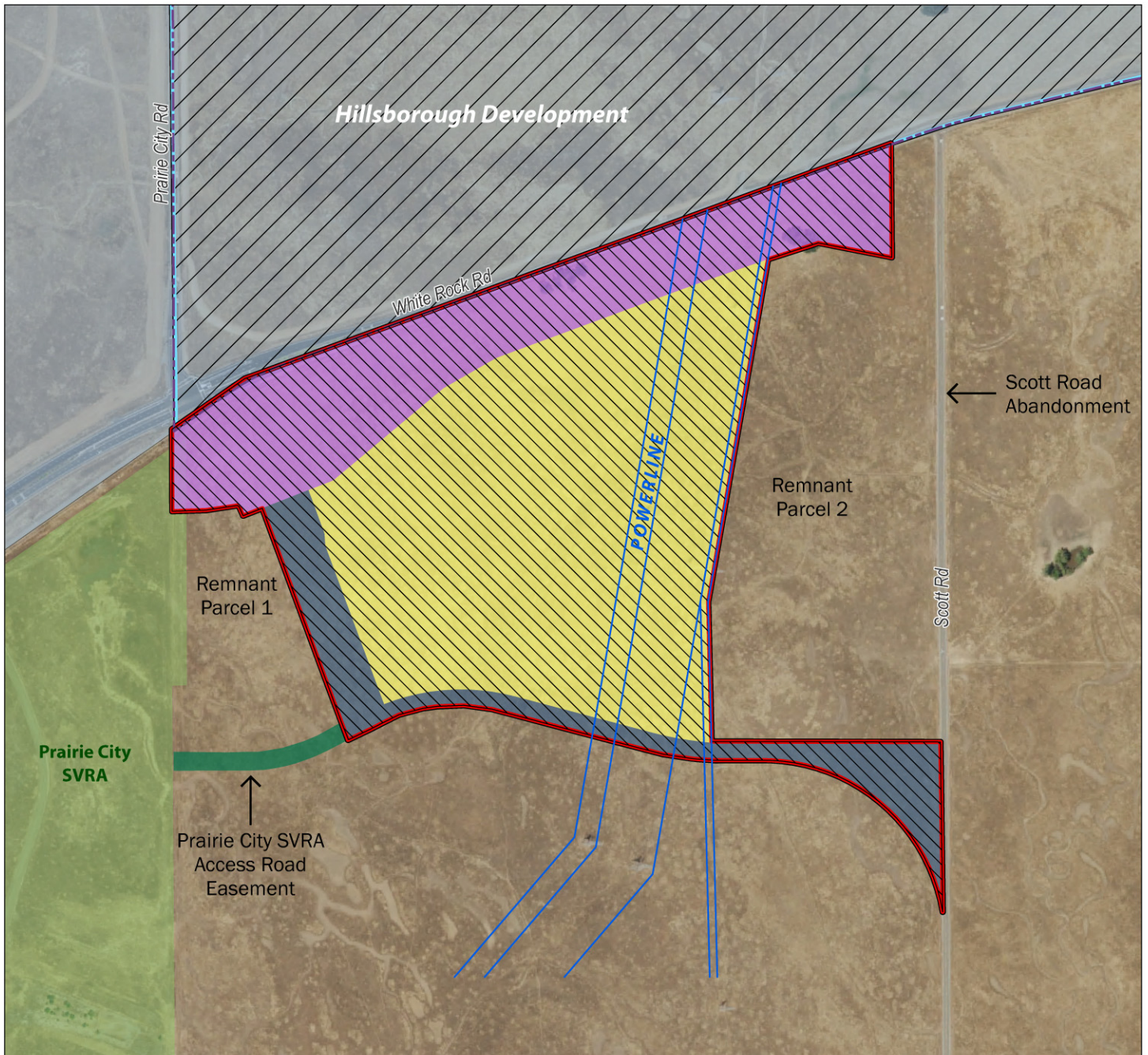
As an expressway, the SouthEast Connector would begin to remove/realign low volume intersections. Scott Road is one of the intersections the SouthEast Connector JPA anticipates would need to be realigned. The SouthEast Connector JPA's current plans call for a Phase 1 realignment of Scott Road that would include a frontage road connection from the Prairie City/White Rock Road intersection to Scott Road. While the ultimate buildout of the SouthEast Connector is still not finalized, the City has concluded that there are other options to the realignment that could be considered.

To accommodate a new corporation yard, Scott Road would be realigned to travel the southern portion of the project site to connect to an intersection with a realigned Prairie City Road for better connectivity and traffic flow. The Scott Road realignment project would be separate from the SouthEast Connector project. This document anticipates the realignment (and abandonment of the current alignment) for site design planning purposes, but the City and other agencies would engage in separate environmental review once specific details of the realignment become known. For more information on potential access scenarios, see Section 2.6.3, Access.

## 2.4.3 Prairie City State Vehicular Recreation Area General Plan

State Parks adopted the Prairie City SVRA General Plan in September 2016. The updated plan reflects changes that have occurred since adopting the 1991 Master Plan, such as land acquisitions and changes in recreation trends and visitor use. The plan considered urban encroachment around the SVRA, new resource management regulations, and non-motorized recreation uses such as hiking and mountain biking.

The Prairie City SVRA General Plan outlines broad goals and guidelines for the management of Prairie City SVRA. The General Plan allows facility improvements to this park. Potential facilities include a visitor center, overnight camping, multiuse special events area, and other amenities in the future.



**Legend**

Powerline Easement	Project Area
Capitol SouthEast Connector Right-of-Way	Existing Parcel Boundary
Proposed Corporation Yard Site	Folsom Plan Area Specific Plan
Scott Road Realignment	Folsom City Limits/Sphere of Influence
FPASP Hillsborough Development Area	Urban Service Boundary
Future SOI/City Boundary	

0 250 500 Feet

Source: City of Folsom 2017, Sacramento County 2016

Aerial: NAIP 2016

G17010100 01 010

## 2.4.4 South Sacramento Habitat Conservation Plan

The project site is located within the current boundaries of the Draft South Sacramento Habitat Conservation Plan (SSHCP) area that is under preparation. The SSHCP would provide a regional approach to addressing issues related to urban development, habitat conservation, and agricultural protection. The SSHCP is intended to consolidate environmental efforts to protect and enhance important habitat areas to provide ecologically viable conservation areas while streamlining the environmental permitting process for development projects. The draft SSHCP was released for public review on June 2, 2017.

The SSHCP plan area excludes the City of Folsom but includes the project site. It is outside of the SSHCP's Urban Development Area, defined as the area "where all proposed urbanization will occur, and therefore, where most incidental take will occur." The project site is not an area mentioned in the SSHCP for either development or for preservation, except for the SouthEast Connector right-of-way which is a covered activity under the SSHCP. Because the project site is outside the SSHCP Urban Development Area and is not mentioned under a covered activity, any potential impacts on special-status species would need to be addressed outside of the purview of the SSHCP.

## 2.5 PROJECT OBJECTIVES

Sacramento LAFCo and the City of Folsom have identified the following project objectives:

- ▲ amend the SOI boundary beyond the existing Folsom city limits to accommodate a municipal corporation yard use compatible with the City of Folsom and Sacramento County policies;
- ▲ implement the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 consistent with public service conditions present or reasonably foreseeable in the Folsom Corporation Yard SOIA/annexation area;
- ▲ establish an expanded SOI and city boundary for the City of Folsom that will provide a new corporation yard site and facilitate the protection of important environmental, cultural, and agricultural resources;
- ▲ provide a location within city boundaries to develop a consolidated corporation yard to improve operating efficiencies, minimize duplication of material and equipment, minimize unproductive travel time between sites, improve staff coordination and supervision, minimize land use conflicts, and improve overall site security; and
- ▲ provide a new corporation yard site which would remove current corporation yard uses from the City's Historic District and other locations where land use conflicts are present.

## 2.6 PROJECT CHARACTERISTICS

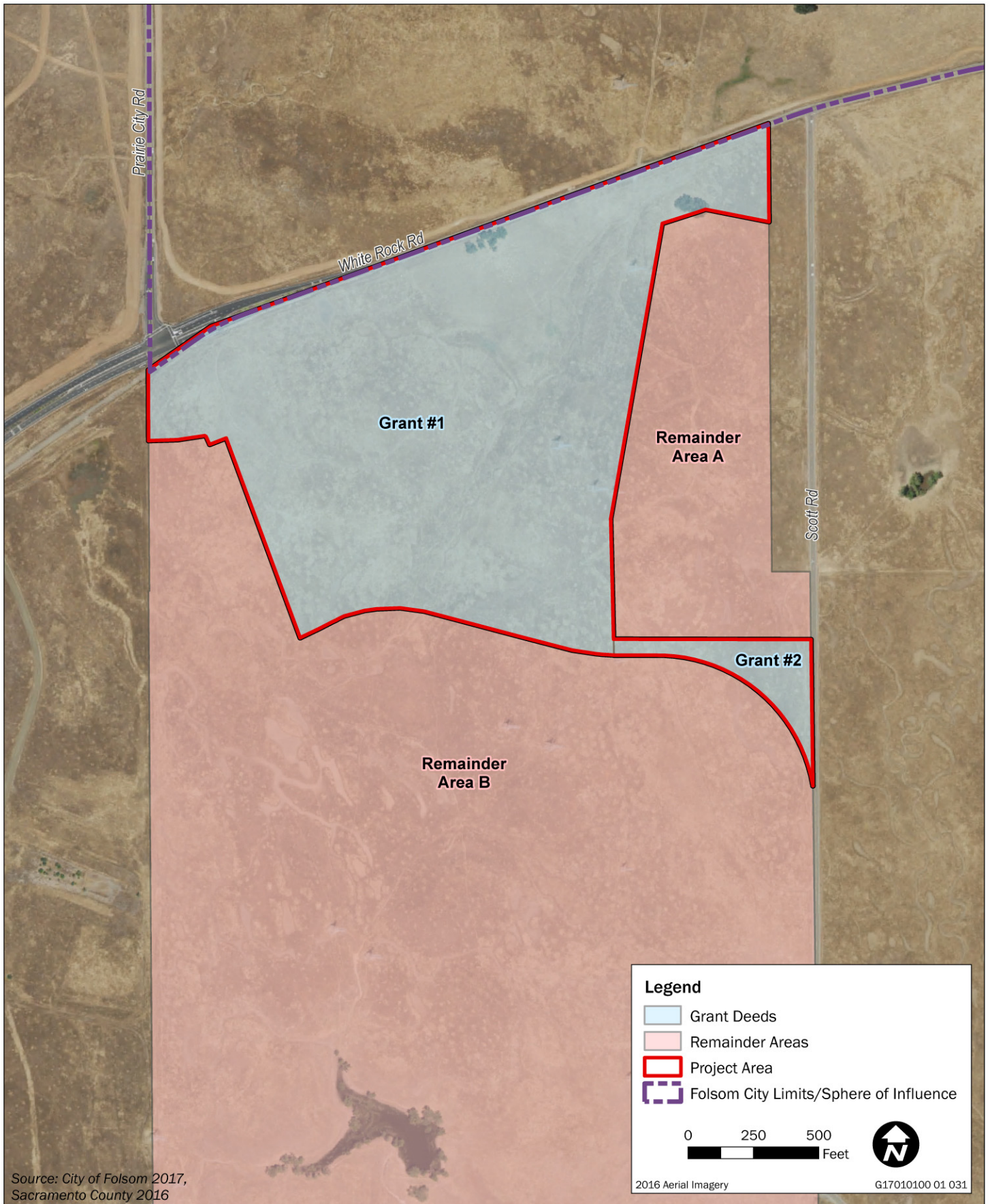
### 2.6.1 Overview

The project is solely to facilitate the development of a new corporation yard for the City of Folsom which would be designated as Public and Quasi-Public Facility and rezoned Industrial. If the SOIA, general plan amendment, rezone, and annexation are approved, the City would purchase the property in fee title and begin more detailed planning on the design of the corporation yard. While development of a corporation yard is not part of this project, it is a likely outcome of an SOIA, general plan amendment, rezone, and annexation, and therefore the impacts of a reasonable development scenario are described below and evaluated throughout the Draft EIR. The approximately 58-acre site would include 36.03 acres for the future corporation yard, 16.25 acres for SouthEast Connector right-of-way, and 5.12 acres to realign Scott Road. In addition, a 0.8-acre easement is included in the project but not in the SOIA/annexation area. This area would be used to provide access to Prairie City SVRA once the SouthEast Connector removes the current access. The parcel created through this project would be created by two separate grant deeds. The landowner will grant the property with these two deeds to the City after certification of the environmental document. Prior to the completion of the annexation, the County would provide a certificate of compliance for the remaining parcel outside of the boundaries of the two grant deeds.

Sacramento County has clarified that the legal parcel which contains the project site is comprised of APNs 072-0060-052 and 072-0110-001. If the project is approved, Aerojet proposes to grant to the City of Folsom, in fee simple, the portions of the parcel described as Grant #1 and Grant #2 (as shown in Exhibit 2-7) under two separate conveyances as these portions are separated by a roadway. Under Government Code section 6642.5, these conveyances do not constitute a “division of land” for purposes of computing the number of parcels under the California Subdivision Map Act as they are conveyances to a governmental agency. Consequently, the two remainder portions of the parcel described as “A” and “B” in the exhibit will remain one legal parcel in conformance with Sacramento County’s existing zoning code (Scarpa, pers. comm., 2018).

The City anticipates that Scott Road would be realigned to connect to Prairie City Road and be abandoned from north of the realignment to White Rock Road. Exhibit 2-6 shows the general outline of the proposed changes.

The SouthEast Connector right-of-way area is included as part of the Folsom Corporation Yard SOIA/annexation project, but development of this area is not included in the potential development scenario described below. The SouthEast Connector would be developed as a separate project by the SouthEast Connector Joint Powers Authority through a separate process from future Folsom Corporation Yard development.



Source: City of Folsom 2017,  
Sacramento County 2016

**Legend**

- Grant Deeds
- Remainder Areas
- Project Area
- Folsom City Limits/Sphere of Influence

0      250      500  
 Feet

2016 Aerial Imagery G17010100 01 031

**Exhibit 2-7**

**Folsom Corporation Yard Parcel**



## 2.6.2 Types of Uses and Facilities

As shown above in Table 2-1, the City currently has a wide variety of uses at the current corporation yard locations. These uses would be shifted over to the new site and the existing Leidesdorff Yard would be emptied and left unoccupied. The new yard would be used by the following City departments: Parks and Recreation, Public Works, and Utilities. Table 2-2 shows the existing staffing and facility needs and the anticipated needs at city buildout (approximately 2050).

Space Component	Staff	Enclosed Office/Shop/Warehouse SF	Exterior Covered SF	Exterior Open SF	Total SF
<b>Parks and Recreation</b>					
Park Maintenance	71	8,387	33,334	37,876	79,597
<b>Public Works</b>					
Street Maintenance	48	18,413	54,488	38,080	110,981
Transit	45	4,470	–	29,400	33,870
Fleet Management	24	31,717	1,190	16,940	49,847
<i>Solid Waste</i>					
Collections	59	4,100	–	319,902	324,002
Household Hazardous Waste	–	4,500	2,240	8,935	15,675
Transfer Station	–	52,500	–	201,360	253,860
<b>Environmental and Water Resources (Utilities)</b>					
Administration	2	1,167	–	–	1,167
Utility Maintenance	22	4,309	4,760	33,048	42,117
Wastewater	24	5,838	4,760	10,242	20,840
Water	14	3,187	–	8,534	11,721
Water Treatment Plan - Plant Maintenance	5	6,785	2,940	4,385	14,110
<b>Common/Shared</b>					
Office Support	–	7,920	560	111,818	120,298
Field/Shop Support	–	21,096	13,096	37,414	71,606
<b>Total</b>	<b>314</b>	<b>174,389</b>	<b>117,368</b>	<b>857,934</b>	<b>1,149,691</b>
Gross Building Area (GSF) (NSF @ 87.5%)	–	199,301	–	–	199,301
Total Yard Area	–	–	117,368	857,935	975,303
Site Circulation, Landscaping, Setback (@35%, 25%, 25%)	–	69,755	29,342	214,484	313,581
<b>Total</b>	<b>–</b>	<b>269,056</b>	<b>146,710</b>	<b>1,072,419</b>	<b>1,488,185</b>
Source: City of Folsom 2008					

The new yard could also house facilities for other departments; however, at this time, no additional information is available to describe the potential area or types of facilities that could be needed. Therefore, this EIR does not include uses that are not explicitly described in the project description.

At buildout, the City estimates it would need 174,389 net square feet (nsf) of built space, including 38,739 nsf for office and support space, 27,155 nsf for warehouse and enclosed storage space, 27,155 nsf for shops and other specialized use spaces, and 52,500 nsf for a solid waste transfer station and material recovery facility. This EIR assumes that these amounts of facility space would be constructed by buildout of the corporation yard in 2050.

## PARKS AND RECREATION

The City Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. Programs for residents of all ages include cultural arts, culinary arts, sports, fitness, and leisure activities. Major facilities include the Aquatic Center, Folsom City Zoo Sanctuary, Folsom Sports Complex, Folsom Community Center, Rodeo Park, more than 40 parks, and more than 50 miles of Class I multi-use trails located throughout the community.

The Park Maintenance Division is responsible for maintaining and caring for all City park facilities and grounds. The Municipal Landscape Services (MLS) Division manages the city's 26 lighting and landscape districts, as well as the city-wide contract for landscape maintenance of all miscellaneous public landscapes, street medians, etc. The Parks and Recreation Department splits its corporation activities between two primary corporation yards - one adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street (MLS) and the other adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road (Exhibit 2-3) (Park Maintenance). Both divisions would relocate primary operations to the new corporation yard location.

Space requirements for Park Maintenance and MLS include office and support areas for field crews and supervisors; crew assembly, locker, and shower facilities; an equipment repair shop for small tools, mowers and other small equipment, and irrigation equipment; warehouse storage for equipment, irrigation supplies, fertilizer and pesticides, building material, and maintenance tools and equipment; chemical mixing areas; tool and equipment wash facilities; material bins for sand, gravel, soil, and fibar; and parking for fleet vehicles, mowers, trailers, and mobile equipment.

Consolidation of Park Maintenance and MLS activities at a single corporation yard would improve operating efficiencies, facilitate maintenance crew dispatch, promote staff interaction and supervision, and reduce staff travel times between the two primary corporation yard locations. Even with consolidation, it is anticipated that Park Maintenance and MLS would continue to have some equipment and supply storage at each of its current locations to support community parks and maintenance activities near each. Staff, however, would not be permanently located at or assigned to either of these satellite locations.

## PUBLIC WORKS

The City Public Works Department is responsible for design and management of capital improvement projects, storm drainage infrastructure system; providing collection and disposal of solid waste, recyclable material, green waste, electronic waste, household hazardous waste, and bulky items; and the maintenance of City-owned vehicles and equipment fleet and fuel system. The street maintenance division is responsible for the maintenance of City streets, roads, streetlights, traffic signals, and storm water drainage facilities. The transit division is responsible for managing the operation of the City's transit system, Folsom Stage Line, and Dial-A-Ride.

### Fleet Management

Fleet management requires office and support space for a fleet maintenance manager and support staff; crew assembly, locker, and shower facilities; both heavy and light vehicle maintenance bays, some with lift and overhead crane capability; a vehicle prep and communication/radio installation and repair shop; welding, tire, brake, and machine shops; a parts warehouse; used fluid and scrap tire storage; and a steam cleaning bay. Vehicle wash and fueling facilities are also required. Bodywork, vehicle painting, and major vehicle repair services are contracted out to local repair, body, and paint shops.

The number of required maintenance bays is a function of both the number of fleet vehicles to be serviced and whether the maintenance shop operates in single or multiple shifts. The EIR assumes that the City would operate the maintenance shop in two shifts. Operating a second shift would reduce the total number of required bays and enable routine preventative maintenance to be completed during evening hours,

thereby not requiring any vehicle down time for preventative maintenance services. Operating two shifts would enhance operational efficiencies and reduce facility development costs.

As the City's fleet grows, so too will the number of vehicle maintenance mechanics. Although additional mechanics will be required, the requirement for additional vehicle maintenance bays can be minimized through operating multiple shifts.

## **Solid Waste**

Solid waste requires office accommodations and support space (reproduction, filing, office supplies, and plan storage) for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; outside yard storage for solid waste, recyclable material, and green waste collection bins; and parking for solid waste fleet vehicles and trailers.

A household hazardous waste facility is required with accommodations for public drop-off. This facility would handle and dispose of antifreeze, batteries, oil, and paint and household hazardous waste. Parking for recycling trailers for use at large public venues, storage for recyclable material and products that can be sold directly to the public, used tire storage, white goods storage (refrigerators, washers, dryers, air conditioners), and storage for recycle carts and containers for use in local parks and public schools is also required. A small staff office and crew lockers/showers and assembly areas are required.

To improve operating efficiencies, reduce costs, and improve the quality of solid waste, recyclable material, and green waste collection and disposal services, the City would develop a solid waste transfer station and material recovery facility at the new corporation yard. Such a facility does not currently exist.

## **Street Maintenance**

Street maintenance requires administrative office accommodations and support space (conferencing, reproduction, filing, office supplies, and plan storage) for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; specialty shops (asphalt/pavement, concrete, signs and markings, street lighting and traffic signals, and paint); warehouse and outside yard storage (material, signs, barricades, light and signal poles, light fixtures and lamp sets, and traffic signals), material bins (rock, sand, gravel, asphalt); material dump bins (street sweepers); and parking for various street maintenance fleet vehicles and mobile equipment items.

## **Transit**

Transit requires office and support space for transit management and support staff; a secure fare room; lockers/showers and driver assembly spaces; dispatch and training rooms; and transit vehicle parking. Transit vehicle maintenance is provided by utilities – fleet maintenance.

## **ENVIRONMENTAL AND WATER RESOURCES**

The City Environmental and Water Resources Department is responsible for providing and maintaining the City's water and sewer systems. The following utilities divisions would be located at the new corporation yard: utility maintenance, wastewater, water, and water treatment plant - plant maintenance as described below.

### **Utility Maintenance**

Utility maintenance requires office and support space for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; a repair shop; a meter testing and repair shop; outside yard storage; material bins for rock, sand, gravel, and asphalt; material dump area; and fleet vehicle and equipment parking.



## Wastewater

Wastewater requires office and support space for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; a repair shop; outside yard storage; and fleet vehicle and equipment parking.

## Water

Water has office and support space requirements similar to other Utilities divisions, including office and support space for field crew supervisory and support staff; assembly, locker, and shower facilities; equipment and supply storage; and fleet vehicle and equipment parking. In addition, Water requires two testing labs. Extending water service to the FPASP area will result in an increase in Water staff, vehicles, and equipment.

## Water Treatment Plant - Plant Maintenance

Water treatment plant - plant maintenance activities are currently located at the water treatment plant but could also be located at the City's corporation yard if space were available. Space requirements include office and support space for field crew supervisory staff; assembly, locker, and shower facilities; a repair shop includes a small equipment repair bay; storage for equipment, pesticides, and other materials; outside yard storage; and fleet vehicle and equipment parking.

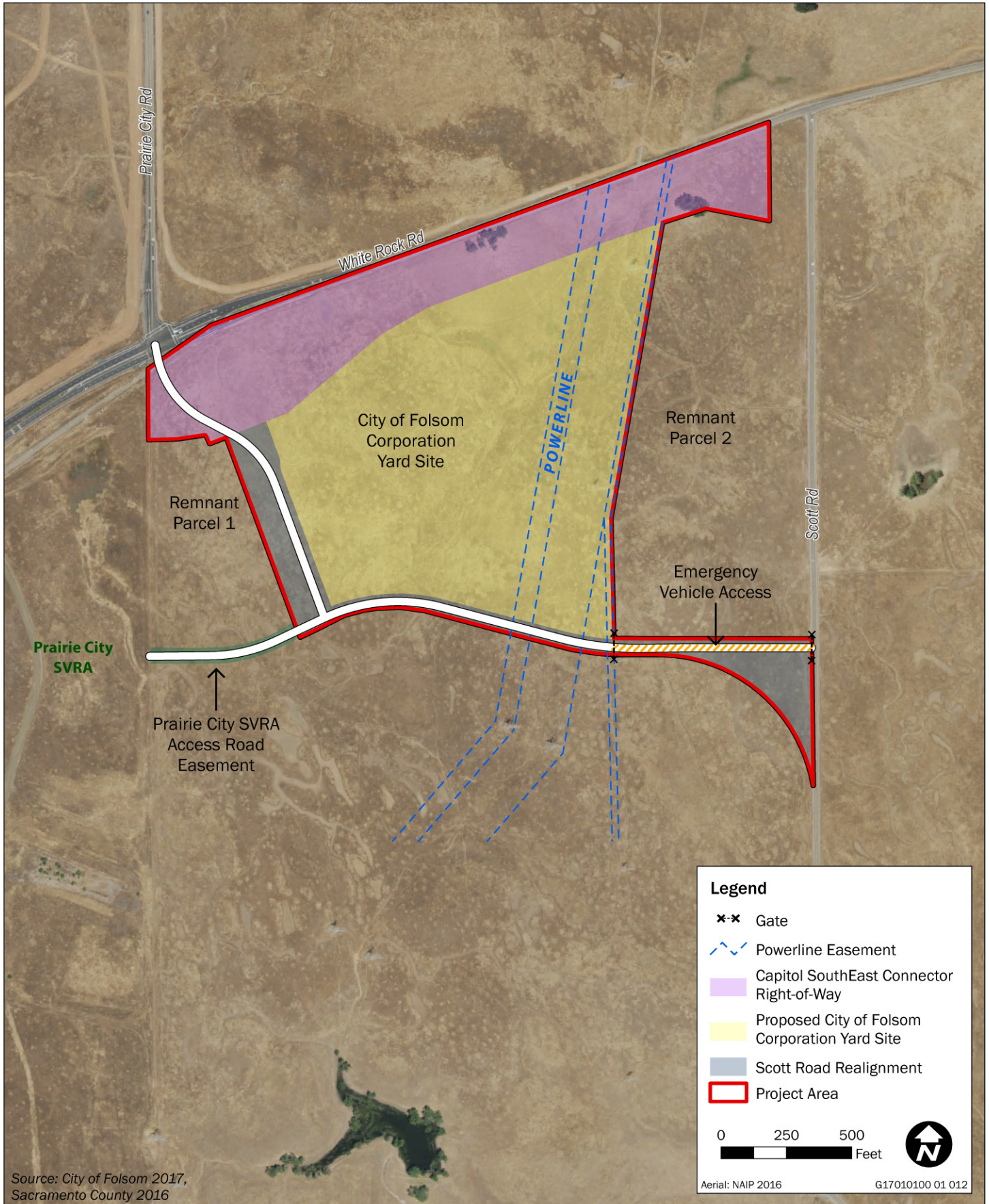
## COMMON/SHARED SUPPORT

A number of common, shared support areas are required to support the City's corporation yard and vehicle fleet. These common, shared areas include conference and training rooms; field crew assembly, locker, and shower facilities; a break room for office staff; a central mail room; recycling and trash storage; custodial supply storage; vehicle fueling and wash facilities, including a future alternative fuel station; a vehicle steam rack; a small equipment wash area; hazardous material storage; material bins for rock, sand, gravel, and asphalt; material dump bins for material collected from off-site work locations; a secure prison crew work and storage area; employee and visitor parking; motorcycle and bicycle parking; and general citywide warehouse storage for use by all City departments for the storage of equipment, furniture, supplies, and miscellaneous items the departments need to retain but do not have storage space for in their office environment.

### 2.6.3 Access

As described above, in Section 2.4.2, the SouthEast Connector is planned to use right-of-way centered around White Rock Road. While the ultimate plan for the SouthEast Connector includes an overpass at the Prairie City Road intersection with White Rock Road, the SouthEast Connector assumes an interim, Phase 1, alignment which would include shifting the intersection east and adding a frontage road connection from this intersection to Scott Road. Depending on when the corporation yard is built, there are multiple options for the City to provide access for its vehicles. They are, as follows:

- ▲ Access Option 1: If the corporation yard is built before Phase 1 of the SouthEast Connector, the City could connect to the existing Prairie City Road/White Rock Road intersection to create a "main gate" road that would curve from the intersection towards the corporation yard entrance. This would be done in a way to remain on land controlled by the City and avoid State property. The City would also add an emergency vehicle access only entrance off of Scott Road (see Exhibit 2-8).
- ▲ Access Option 2: If the SouthEast Connector is built first, the JPA may build their planned Phase 1 which would include realigning the Prairie City/White Rock Road intersection farther east along White Rock Road to the ultimate intersection connection and add a frontage road leading to the Scott Road intersection. In this case, the City could extend from the realigned intersection and realign Scott Road along the southern boundary of the corporation yard site to the new intersection. The frontage road would be abandoned, and Scott Road would be abandoned north of the realignment (see Exhibit 2-9).



Source: City of Folsom 2017,  
Sacramento County 2016

**Legend**

- ✕✕ Gate
- ⚡ Powerline Easement
- Capitol SouthEast Connector Right-of-Way
- Proposed City of Folsom Corporation Yard Site
- Scott Road Realignment
- Project Area

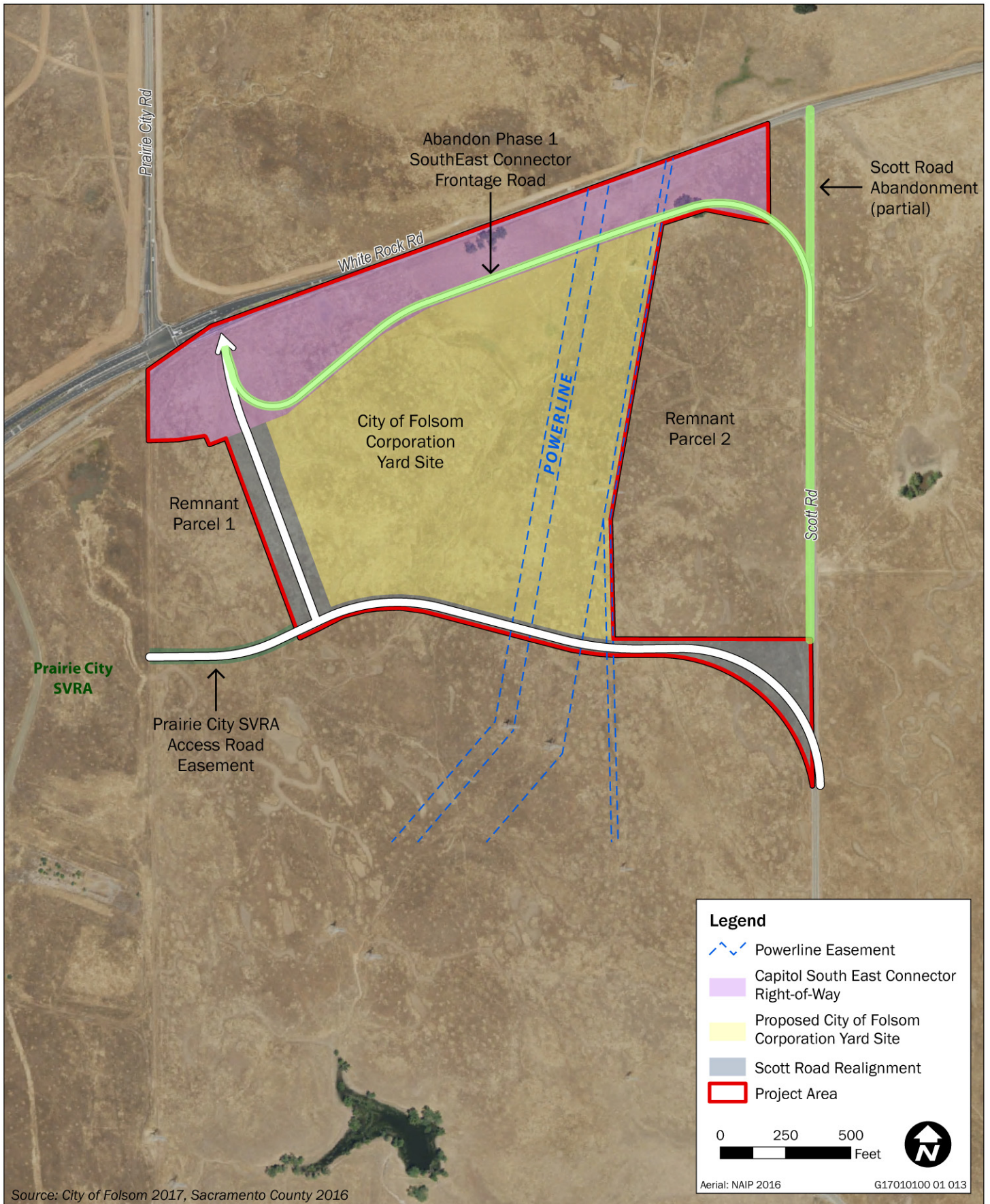
0 250 500 Feet

Aerial: NAIP 2016 G17010100 01 012

**Exhibit 2-8**

**Access Option 1**





Source: City of Folsom 2017, Sacramento County 2016

**Exhibit 2-9**

**Access Option 2**



- ▲ Access Option 3a: If the SouthEast Connector is built first, knowing that the City plans to build their corporation yard at this location, the JPA could build their Phase 1 improvements within the right-of-way of the ultimate connection (from the realigned Prairie City Road intersection to the new Scott Road alignment). Option 3a assumes no overpass would be built (see Exhibit 2-10).
- ▲ Access Option 3b: Once the SouthEast Connector and corporation yard could be built out to the ultimate preferred plan, an interchange and realigned Scott Road would be functional. This is similar to option 3a, but with an interchange (see Exhibit 2-11).

This EIR analyzes the potential impacts related to all access scenarios.

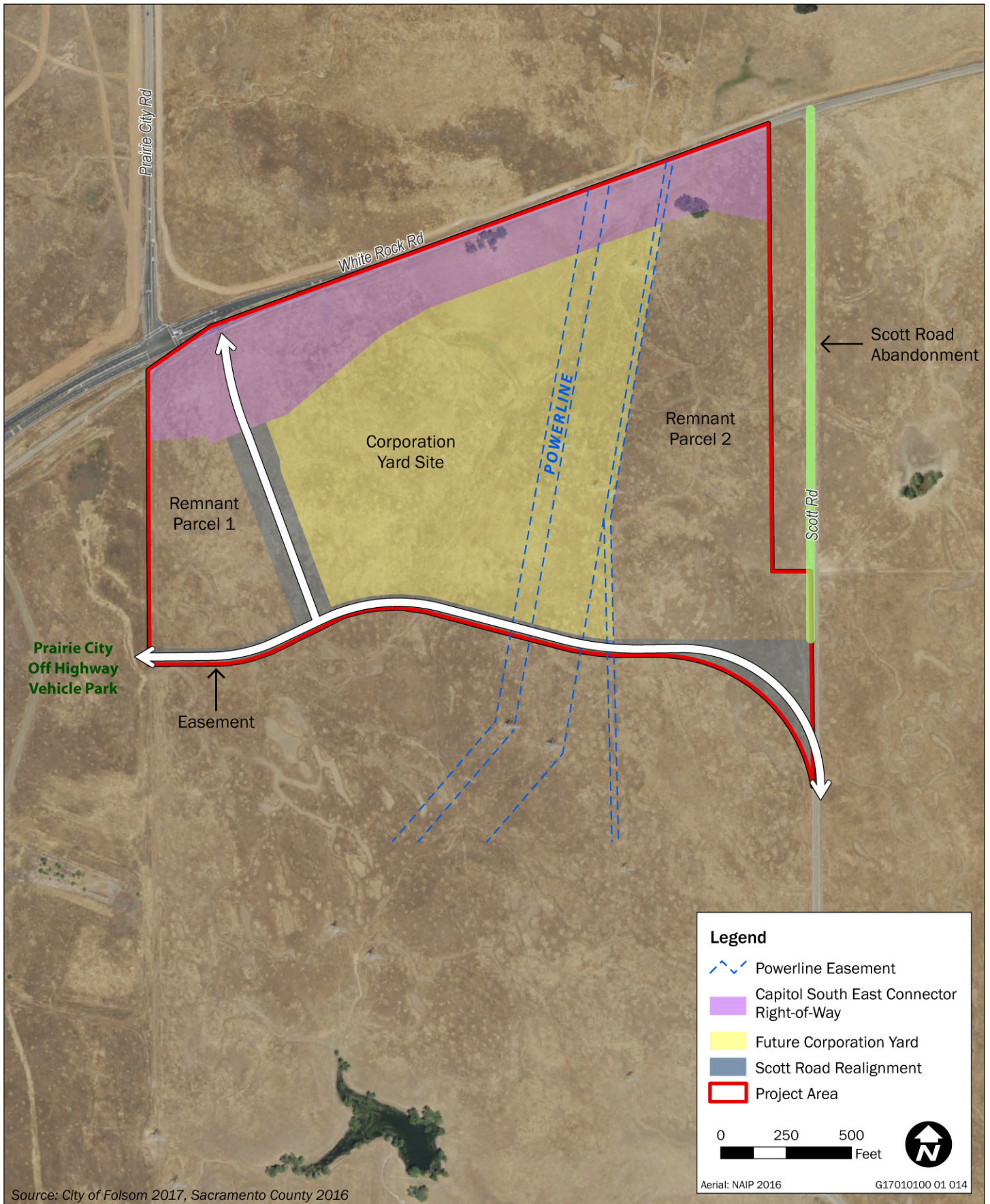
## 2.6.4 Corporation Yard Design Principles

The City has developed a series of design principles meant to guide the future development of the corporation yard (City of Folsom 2008). The EIR assumes that any future plan for the corporation yard would incorporate these design principles. These include:

- ▲ All employee and visitor parking should be provided in a single parking lot adjacent to the office building entrance.
- ▲ A vehicle fueling station should be provided with access separate from the overall site, thereby allowing fleet vehicles to return throughout the day to refuel without having to traverse through the entire site. Fueling facilities should be separated from the remainder of the site through fencing and appropriate control gates to allow for the refueling of vehicles during evening and weekend hours without breaching the security of the entire site.
- ▲ An employee and visitor entrance and access point should be provided separate from entrances for corporation yard fleet vehicles. This separation of entrances will improve site security and facilitate the creation of separate zones, or site areas, for City and private vehicles, pedestrians, and material and equipment movement throughout the site.
- ▲ Fleet vehicle and equipment parking should be located as close as possible to each of the operations support facilities. Generally, vehicles of similar size (large, medium, or small) should be located together to maximize site layout efficiency and avoid excess circulation.

While the design for a future corporation yard would be based on the above principles, the exact design for the future corporation yard is unknown. The City is committed to designing a facility that reduces energy usage and meets qualifications for a LEED certification. The buildings would be industrial in nature and no more than two stories high.

- ▲ A one-way traffic circulation pattern through the corporation yard site should be created for City fleet vehicles, equipment, and materials. There should be a single entrance to the yard area and a separate exit. Security gates can be installed at each location for site security.
- ▲ The use of angle parking for the larger fleet vehicles should be maximized. Angle parking reduces circulation requirements and provides a safer environment for parking and moving vehicles. Ideally, parking stalls for larger fleet vehicles should be in a single aisle drive-through configuration that eliminates the need to back vehicles either into or out of a parking stall. This will reduce the risk of accidents that become more prevalent when it is necessary to back-up large vehicles. For the safety of vehicles, equipment, and staff, the backing of vehicles into or out of parking stalls should be avoided unless absolutely necessary.

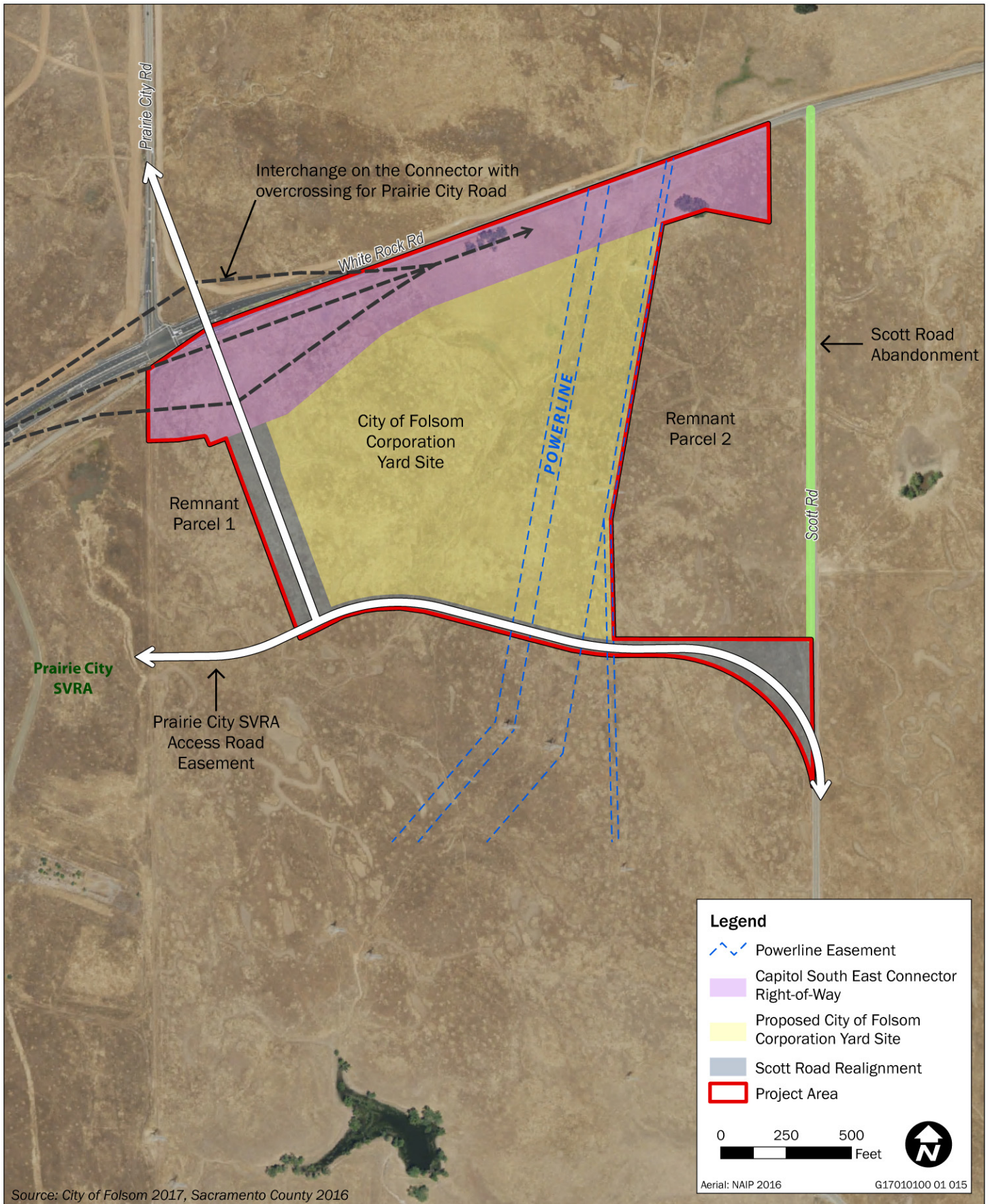


Source: City of Folsom 2017, Sacramento County 2016

**Exhibit 2-10**

**Access Option 3a**





Source: City of Folsom 2017, Sacramento County 2016

**Exhibit 2-11**

**Access Option 3b**



- ▲ Vehicle steam and wash facilities should be located adjacent to the vehicle maintenance facility.
- ▲ An overhead crane is required over a number of the vehicle maintenance bays.
- ▲ Yard storage areas for each of the corporation yard occupants should be collocated to the maximum degree possible. Depending on distinct departmental requirements, adjoining areas for each department can be fenced off, each with separate access points, to improve security.
- ▲ Field operations shop, warehouse, and work areas should be located in close proximity to the crew lockers and assembly areas. This will minimize walking distances.

## 2.6.5 City's Fleet

The corporation yard would house the City's current, and anticipated future, fleet of vehicles (Table 2-3). Equipment stored at the current corporation yards includes approximately 12 transit buses and vans, three vacuum trucks; five street sweepers; three fork lifts; three boom trucks; two tractor trailers; two asphalt machines; one dump truck; two water trucks, and two fleet response service vehicles (Nugen, pers. comm., 2015). The City also would locate its solid waste collection fleet at the new corporation yard, consisting of 36 diesel-powered solid waste collection trucks (Kent, pers. comm. 2015). Four to six fuel pumps—gasoline, diesel, and potentially compressed natural gas (CNG)—would be located at the corporation yard, as well as 16 bay repair stations for vehicle repair and maintenance. The City estimates that approximately 50 to 60 trucks would enter or leave the corporation yard each day (Nugen, pers. comm., 2015).

**Table 2-3 City of Folsom Corporation Yard Fleet Vehicles**

Types of Vehicles	Current	Buildout*
Sedan/SUV/Pick-Up/Van	60	78
Heavy Duty Truck	47	61
Motorcycle	1	1
Tractor	7	9
Trailer	13	17
Utility Truck	6	8
Bus	11	14
<b>Total</b>	<b>145</b>	<b>188</b>

Note: \*buildout fleet estimated by multiplying existing fleet by 1.3

Source: Nugen, pers. comm., 2017

The City is planning to begin retiring combustion engine vehicles and replacing them with natural gas and/or electric vehicles. This would be done with or without a move to a new corporation yard site; therefore, the EIR assumes that 25 percent of the future fleet would be powered through renewable/"clean" sources.

## 2.6.6 Utilities

There are currently no water, wastewater, or drainage facilities. The City would extend utilities from the FPASP area across to the corporation yard site and all utilities would be provided by the City of Folsom, including water, wastewater, drainage/stormwater, solid waste, etc. The Sacramento Municipal Utility District (SMUD) will provide electricity to the project site and Pacific Gas and Electric (PG&E) will provide gas.

## 2.6.7 Construction Schedule

If the SOIA, general plan amendment, prezone, and annexation are approved, the City anticipates it would begin construction no sooner than 2021 and likely, not until 2024. Construction is anticipated to last 24 months and include the following construction phases:

- ▲ excavation/shoring,
- ▲ utilities installation,
- ▲ building construction,
- ▲ Scott Road realignment,
- ▲ paving, and
- ▲ Scott Road abandonment.

## 2.6.8 Construction Methods and Equipment

Construction equipment anticipated to be used throughout the various phases of construction includes the following:

- |                                |                          |
|--------------------------------|--------------------------|
| ▲ concrete/industrial saw,     | ▲ boom lift,             |
| ▲ rubber tired or track dozer, | ▲ construction elevator, |
| ▲ tractors/loaders/backhoes,   | ▲ scissor lift,          |
| ▲ excavators,                  | ▲ forklift,              |
| ▲ bobcats,                     | ▲ concrete trucks,       |
| ▲ drill rig,                   | ▲ concrete pump trucks,  |
| ▲ off-highway trucks,          | ▲ asphalt spreader,      |
| ▲ grader,                      | ▲ roller/compactor,      |
| ▲ scraper,                     | ▲ generator set,         |
| ▲ crane,                       | ▲ welding machine,       |
| ▲ tower crane,                 | ▲ compressor,            |
| ▲ man-lift,                    | ▲ haul trucks, and       |
|                                | ▲ painting equipment.    |

Where feasible and available, diesel construction equipment would be powered by Tier 3 or Tier 4 engines as designated by the California Air Resources Board and the U.S. Environmental Protection Agency. In addition, if available for on-site delivery, diesel construction equipment would be powered with renewable diesel fuel that is compliant with California's Low Carbon Fuel Standards and certified as renewable by the California Air Resources Board Executive Officer.

Although not anticipated, it is possible that periods of nighttime construction may be needed. A distinction is made between nighttime construction indoors, within the building after walls and windows are in place, and outdoor construction activities that are not enclosed by the partially completed building. Indoor construction activities, such as installing wiring, drywall, and carpet, would be permitted during nighttime hours. To ensure a comprehensive evaluation of potential environmental effects, this EIR assumes the potential for limited outdoor nighttime construction activity.

The project would implement Sacramento Metropolitan Air Quality Management District's (SMAQMD's) Basic Construction Emission Control Practices in accordance with SMAQMD requirements to minimize diesel PM and NO<sub>x</sub> emissions. In accordance with SMAQMD guidance (SMAQMD 2009), the measures and quantifiable mass emission reductions are included below:



- ▲ 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 (55 percent reduction in fugitive dust emissions).
- ▲ 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.
- ▲ 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 (9 percent reduction in fugitive dust).
- ▲ 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 before it is operated.

## 2.6.9 Use of Current Corporation Yard Site

If the project is approved, at the time detailed site plans are developed and approved, the City would move and consolidate the existing corporation yard activities to the new site. The Leidesdorff Yard would not house any corporation yard activities. The City has no current plans for using the site if the corporation yard activities are moved to the new site. Once the new corporation yard becomes operational, the City would begin a public process of reviewing possible other uses for the Leidesdorff Yard site. This document assumes that no additional uses would be allowed at the Leidesdorff Yard site until, and unless, the City conducts a public planning and outreach process and associated environmental review of any potential reuse of that site.

## 2.7 REQUIRED DISCRETIONARY ACTIONS

Project approval requires the lead agencies (and responsible agencies) to approve the project or project components, issue required permits, or affirm compliance with agency requirements. LAFCo and the City of Folsom are the co-lead agencies for the Folsom Corporation Yard SOIA/Annexation project. A lead agency, as defined in Section 15367 of the State CEQA Guidelines, is “the public agency that has the principal responsibility for carrying out or approving a project.”

### 2.7.1 Sacramento LAFCo

#### CORTESE-KNOX-HERTZBERG LOCAL GOVERNMENT REORGANIZATION ACT

Local agency formation commissions are state-mandated quasi-judicial county-wide commissions who have the sole discretion to approve, modify and approve, or disapprove boundary changes of cities and special districts, the formation of new agencies, including the incorporation of new cities and districts, and the

consolidation or reorganization of special districts and or cities as provided for under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. LAFcos are charged to ensure the orderly formation of local governmental agencies, to preserve agricultural and open space lands, and to discourage urban sprawl.

An SOI is defined under California Government Code Section 56425 as a plan for the probable physical boundary and service area of a local governmental agency. This includes areas adjacent to the existing service area of the jurisdiction where services might be reasonably be expected to be provided in the next 20 years.

Annexations are defined under California Government Code Section 56017 as the “inclusion, attachment, or addition of territory to a city or district.”

## REORGANIZATION

The project would involve SOIAs for both the City of Folsom SOIA and Sacramento Regional County Sanitation District’s (Regional San’s) SOI and annexation of the project site (57.8 acres) from Sacramento County into the City of Folsom (see Exhibit 2-2). Sacramento LAFCo is the lead agency for the SOIAs and is a responsible agency under CEQA for the following associated reorganizations within the project area. These discretionary actions include:

- ▲ annexation to City of Folsom territory,
- ▲ annexation to Sacramento Regional County Sanitation District
- ▲ detachment from Sacramento Regional Solid Waste Authority
- ▲ detachment from Sacramento Metropolitan Fire District (fire protection and emergency services),
- ▲ detachment from County Service Area No. 1 (street and highway lighting),
- ▲ detachment from County Service Area No. 10 (enhanced transportation services),
- ▲ detachment from Wilton Cosumnes Park and Recreation Area (County Service Area 4B),
- ▲ detachment from Zone 13 of the Sacramento County Water Agency Zone 13, and
- ▲ detachment from Sloughhouse Resource Conservation District.

Potential environmental and policy issues associated with the proposed annexations and detachments are addressed in Chapter 6, *Reorganization*.

### 2.7.2 City of Folsom

The City of Folsom is the lead agency for approving the general plan amendment which would designate the project site as Public/Quasi-Public Facility. The City is also the lead agency to approve rezoning the site as Industrial.

### 2.7.3 Actions of other Agencies

As described in Section 1.1.2, *Responsible and Trustee Agencies*, other agencies may use this Draft EIR to assist them in making decisions related to this project.