1 INTRODUCTION

This final environmental impact report/environmental impact statement (FEIR/FEIS) has been prepared to respond to comments received on the draft EIR/EIS (DEIR/DEIS) for the Folsom South of U.S. Highway 50 (U.S. 50) Specific Plan Project. The FEIR/FEIS has been prepared by the City of Folsom (City) and the U.S. Army Corps of Engineers (USACE), Sacramento District in accordance with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the lead agency under CEQA and USACE is the lead agency under NEPA. The U.S. Bureau of Reclamation (Reclamation) is a cooperating agency under NEPA.

On June 28, 2010, the City and USACE released the DEIR/DEIS for public review and comment. The comment period closed on September 10, 2010, after being extended by the City. The DEIR/DEIS evaluated the potential environmental effects of the Proposed Project (Proposed Project Alternative) and five land use alternatives, along with the Proposed Off-Site Water Facility Alternative and 10 water conveyance alternatives. A public workshop was held at Folsom City Hall on August 2, 2010, and a public hearing to receive public input on the DEIR/DEIS was held at Folsom City Hall on August 4, 2010. The public hearing was recorded and transcripts were made of public comments received both at the workshop and at the hearing. Written comments were received from Federal, state, regional, and local agencies, as well as from organizations and individuals; comments were also received during the public hearing. The City and USACE considered the comments received on the DEIR/DEIS.

The FEIR/FEIS consists of the entire DEIR/DEIS (Volumes I, II, and III) and the comments, responses to comments, and revisions to the DEIR/DEIS.

1.1 PURPOSE AND INTENDED USES OF THE FEIR/FEIS

Both CEQA and NEPA require a lead agency that has completed a DEIR or DEIS to consult with and obtain comments from public agencies (cooperating, responsible, and/or trustee agencies) that have legal jurisdiction with respect to the proposed action, and to provide the general public with opportunities to comment on the DEIR or DEIS. The FEIR/FEIS is a mechanism for responding to these comments. This FEIR/FEIS has been prepared to respond to comments received from agencies, organizations, and members of the public on the DEIR/DEIS for the Folsom South of U.S. 50 Specific Plan Project, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the DEIR/DEIS made in response to these comments. The DEIR/DEIS and this FEIR/FEIS will be used to support the City's decision whether to approve the project and USACE's decisions whether to issue permits pursuant to Section 404 of the Clean Water Act and to issue a record of decision (ROD).

The FEIR will also be used by CEQA responsible agencies, such as the Central Valley Regional Water Quality Control Board, and trustee agencies, such as the California Department of Fish and Game, to ensure that they have met the requirements of CEQA before deciding whether to issue discretionary permits and approvals for portions of the project over which they have authority. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or would issue permits and/or other regulatory approvals.

1.2 PROJECT REQUIRING ENVIRONMENTAL ANALYSIS

The project requiring environmental analysis includes two components; a land use component, and an off-site water supply facilities component required to support the proposed land uses. Because the project purpose, objectives, and alternatives are different for the "Land" and "Water" portions of the project, they are presented separately in this EIR/EIS.

LAND

The project applicant(s) of the "Land" portion of the project—the South Folsom Property Owners Group—are requesting annexation into the City of Folsom, and approval of various discretionary entitlements in support of a specific plan for a mixed-use development and supporting on- and off-site roadway and infrastructure improvements (project). The specific plan covers an area in eastern Sacramento County, south of U.S. 50, and adjacent to the existing Folsom city limits. The specific plan supports a combination of employment-generating uses, retail and supporting services, recreational uses, and a broad range of residential uses and associated infrastructure and roads on approximately 3,510-acres that is located entirely within the City's sphere of influence. The "Specific Plan Area," or SPA, described throughout this EIR/EIS includes the entire area proposed for annexation, including U.S. 50 highway right-of-way and interchange areas, for a total of approximately 3,584 acres. The project site is located south of U.S. 50, north of White Rock Road, east of Prairie City Road (a small area extends west of Prairie City Road at the southwest corner of the project site), and west of the Sacramento/El Dorado County line (see Exhibits 2-1 and 2-2 in Chapter 2, "Alternatives").

The Proposed Project Alternative includes up to 10,210 residential units at various densities on approximately 1,477 acres; approximately 363 acres of commercial and industrial use, including a regional shopping center; public/quasi-public uses; elementary, middle, and high schools on approximately 179 acres; approximately 122 acres of community and neighborhood parks; stormwater detention basins; approximately 1,053 acres of open-space areas and open-space preserves; and major roads with landscaping.

Several off-site infrastructure facilities (intersection expansions to allow access to and from U.S. 50 and the SPA, an overpass of U.S. 50, two roadway connections and sewer pipelines from the Folsom Heights property into El Dorado Hills, a sewer force main connection to the existing City system, a detention basin, and water pipelines and facilities) are proposed to serve project development and are addressed in this DEIR/DEIS.

WATER

Based on current water demand assumptions and implementation of reasonable conservation measures in years when water supplies could be subjected to dry-year reductions of up to 25%, the SPA would require not more than 5,600 acre-feet[1] of water per year (AFY). Project water demand is 5,600 AFY but facilities would be designed to accommodate 6,000 AFY to account for operational variability. To provide a reliable water supply for the project, the City is proposing the permanent assignment of not more than 8,000 AFY[2] of Central Valley Project (CVP) settlement contract "Project" water from the Natomas Central Mutual Water Company (NCMWC), diverting this water supply from the Sacramento River at the Freeport Regional Water Project (Freeport Project), and conveying this water to the SPA through new potable water infrastructure. "Project" water is defined in Article 1(m) of NCMWC's CVP settlement contract.

In addition, the project would include the City purchasing from Sacramento County Water Agency (SCWA) a portion of its dedicated capacity within the Freeport Project, which would serve as the point of diversion (POD) on the Sacramento River and partial conveyance pathway for not more than 6,000 AFY purchased from NCMWC. The City proposes to add the Freeport POD to the assigned CVP settlement contract to facilitate the diversion of these supplies at the existing Freeport Project diversion. The City proposes to pump and convey the assigned NCMWC CVP water supply through the Freeport Project diversion facility and conveyance pipeline to the point where the SCWA and the East Bay Municipal Utilities District (EBMUD) pipeline splits (or bifurcation point). The City would then construct new water supply conveyance infrastructure from the bifurcation point to the SPA.

[1] An acre-foot of water contains 325,851 gallons; one million gallons is about 3 acre-feet.
[2] NCMWC's CVP water contract is subject to a dry-year provision whereby total deliveries can be reduced by up to 25%.

Ten conveyance alternatives are analyzed in this EIR/EIS at a similar level of detail, as required under NEPA. These ten conveyance alternatives are described in more detail in Chapter 2, "Alternatives." Overall, each of the ten "Water" action alternatives would involve the following actions in conjunction with the City taking assignment for up to 8,000 AFY of CVP surface water from NCMWC:

- Approval from Reclamation for rescheduling of the existing CVP "Project" water agricultural delivery schedule to a year-round municipal and industrial (M&I) schedule;

- entering into an agreement with SCWA to convey the water acquired by the City from NCMWC through the Freeport Project, to facilitate the integration of the Offsite Water Facilities with existing Freeport Project diversion and water conveyance facilities; and

- constructing conveyance, pump, storage, and treatment facilities, including booster pump station(s), water treatment and storage facilities, and conveyance facilities.

Consistent with the requirements of CEQA and NEPA, the City is evaluating several conveyance alternatives in this EIR/EIS to enable the delivery of not more than 6,000 AFY of CVP water to the SPA. Each alternative includes optional route alignments and/or operational features (e.g., water treatment plants [WTP] and associated storage facilities) to cover the range of feasible alternatives available to the City.

PROJECT GEOGRAPHIES

The project undergoing environmental analysis in this EIR/EIS includes "Land" and "Water" components. Different portions of the project would occur in and would affect different geographical areas. The following geographic area descriptions are used in this EIR/EIS:

- **Specific Plan Area –** This refers to the area which would be annexed by the City of Folsom as part of the project. Most "On-site" analyses in the "Land" portion of the EIR/EIS address conditions in the SPA. The Specific Plan, generally referred to throughout this document as the Folsom Plan Area Specific Plan (FPASP), actually defines the future land uses for a slightly smaller area, excluding the U.S. Highway 50 right-of-way.

- **Off-site Improvements –** This refers to the location of certain off-site improvements required to support the proposed land use changes, including a proposed detention basin west of Prairie City Road, roadway and interchange improvements along U.S. 50 (at Prairie City Road, Oak Avenue, Rowberry Drive, Scott Road, and Empire Ranch Road); a sewer line extension across U.S. 50 to an existing pump station along Iron Point Road; and sewer and roadway extensions into El Dorado Hills.

- **"Water" Study Area –** This refers to the regional area studied for the various water supply facilities and operations required under the alternatives in the "Water" portion of the EIR/EIS. The "Water" Study Area has been further divided into four zones for the purposes of discussion. Zone 4 encompasses areas in east-central portions of Sacramento County where new potable water supply facilities would be constructed under a variety of alternative configurations. Zone 1 includes the NCMWC service area, Zone 2 includes portions of the lower Sacramento River south of NCWMC's service area, and Zone 3 includes the Freeport Project diversion and conveyance facilities.

- **General Plan Amendment Area –** This refers to the area within the current City of Folsom where the density ranges of general plan land use designations would be changed by the project.

1.3 PROJECT BACKGROUND

In 2001, the Sacramento Local Agency Formation Commission (LAFCo) designated the undeveloped land south of U.S. Highway 50 between Prairie City Road, White Rock Road, and the El Dorado County line as part of the City's sphere of influence. The City entered into a Memorandum of Understanding (MOU) with Sacramento County prior to approval of the SPA application by Sacramento LAFCo. The intent of the MOU is to serve as a guide for sound regional long-range planning efforts relative to the annexation of the SPA. The MOU outlines a comprehensive planning process for the project site, including public participation with various stakeholders and the general public. It also addresses a number of issues including water supply, transportation, air quality, schools, and open space that were later incorporated into language found in Measure W and subsequently the City Charter (described in more detail below). The MOU led to LAFCo Resolution 1196, approving the City's sphere of influence amendment.

LAFCo Resolution 1196 requires that the planning process for the project site include:

City General Plan Revisions. Revise and update the City's general plan in accordance with California State law.

- **City General Plan Housing Element.** Obtain a certification of substantial compliance from the California Department of Housing and Community Development consistent with California Government Code section 65585(d) or (h). The City shall establish in its approved Housing Element that it has or will meet its regional share housing needs for all income levels for the second and third Housing Element revisions, as defined in California Government Code Section 65588.

- **Land Use Designations.** Adopt appropriate land use designations for all property within the adopted Sphere of Influence area.

- **Pre-zoning.** Pre-zone the property consistent with California Government Code Section 56375 and the Folsom General Plan.

- **Comprehensive Planning.** Develop comprehensive planning of the project site that demonstrates well planned, orderly development that avoids the premature conversion of open space.

- **Master Service Agreement.** In any application to annex the property, the City is to submit a Master Services Element that identifies a program for implementation and financing for major infrastructure and services components needed to support the proposed distribution, location, extent, and intensity of proposed land uses. The Master Services Element must identify a water supply source and the process for securing sufficient water supplies to serve the annexed area.

- **Local Roadway Improvements.** Prepare a plan for necessary improvements to each jurisdiction's roadway network to accommodate increased traffic from the project site in cooperation with Sacramento and El Dorado Counties. This plan must include a list of improvements, responsible jurisdiction, phasing plan, and clearly defined financing mechanism. Implementation of this plan must result in service levels on local roadways consistent with each jurisdiction's general plan.

- **Regional Roadway Improvements.** The City, in cooperation with Caltrans, Sacramento County, El Dorado County, the El Dorado County Transportation Commission, and the Sacramento Area Council of Governments (SACOG), must identify traffic and transportation measures that are needed to mitigate potential impacts on regional transportation facilities from proposed development within the project site. The City must also identify a funding mechanism to construct the traffic and transportation measures necessary to fully mitigate impacts from the project site, and a timeline for the construction of improvements. As soon as reasonably possible, these improvements should be programmed into the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program.

- **Transit Master Plan.** Prepare a Transit Master Plan consistent with the City's General Plan. The master plan must identify bus transit routes, bus turnouts, pedestrian shelters, bus transfer stations, alignments for rail service, and the location of rail service stations.

- **Bikeway Master Plan.** Prepare a Bikeway Master Plan consistent with the City's General Plan. The master plan must identify bikeway and pedestrian facilities on the project site consistent with the goals and policies of the City's general plan and incorporate bikeway designs for Prairie City Road and White Rock Road to be equivalent, or better, than those in the Sacramento City/County Bikeway Master Plan.

- **Drainage Master Plan.** Conduct hydraulic and hydrologic modeling of that portion of Alder Creek which transverses the project site. A Drainage Master Plan must be prepared and address flood hazards, identify flood protection measures, and document no net increase in downstream floodwater surface elevations.

- **Habitat Mitigation Strategy.** Document of the City's multi-species habitat mitigation strategy (Habitat Conservation Plan [HCP]) for the project site. The strategy must address mitigation of impacts on habitat and biological resources that meets Federal and State regulatory requirements. The City may fulfill these requirements through participation in South Sacramento County HCP process.

- **Surface and Groundwater Contamination.** Document that on-site surface contamination has been remediated to Federal and State regulatory standards and that groundwater contamination has been remediated or is being remediated effectively prior to annexation of any property owned by Aerojet General Corporation.

- **Water Supply.** Demonstrate that the City has a sufficient water supply to serve existing customers, future customers within the existing service area, and all proposed uses within the project site in compliance with the terms and conditions of the Water Forum Agreement. This demonstration must be sufficient for LAFCo to determine water availability per California Government Code section 56668(k).

- **Wastewater Facilities.** Demonstrate the timely availability of wastewater transmission and treatment capacity to serve existing customers, future customers within the existing service area, and all proposed uses within the project site.

- **Special Districts.** Meet and confer with the El Dorado Irrigation District (EID), the Sacramento Metropolitan Fire District, and any other special districts regarding impacts on these districts, including fiscal and operational impacts and loss of property tax revenue. With respect to EID, the City must not request any detachment from the EID service area.

- **School Mitigation.** Incorporate feasible school mitigation requirements into development agreements.

- **Mitigation Monitoring.** Comply with the mitigation measures identified in environmental review for expansion of sphere of influence boundary and adopted pursuant to CEQA by LAFCo Resolution LAFC 1193, including:

    - Establish necessary roadway improvements and financing mechanisms;
    - Implement requirements to reduce air quality emissions by 35%;
    - Prepare an Air Quality Plan;
    - Complete tree surveys and implement tree protection measures;
    - Complete biological surveys and adopt avoidance and mitigation policies;
    - Minimize incompatibility impacts on historic landscapes;
    - Implement hazardous materials plans;
    - Investigate and remediate railroad right-of-way, mining, and radio/transfer sites;
    - Define the Alder Creek 100-year floodplain; and
    - Identify secure sufficient water supplies.

In November 2004, following a series of visioning workshops, the City's Measure W (City Ordinance No. 1022) passed with support from 69% of the City voters. With the passage of Measure W, the City Charter was amended to require the Folsom City Council to take certain actions prior to LAFCo approval of annexation. These actions are related to each of the issue areas described below:

- **Water Supply.** Identify and secure the sources of water supply to serve the SPA without reducing the existing water supply currently serving users to the north of U.S. 50, and shall not be paid for by City residents north of U.S. 50.

- **Transportation.** Adopt an Infrastructure Funding and Phasing Plan for the construction of roadways and transportation improvements that are necessary to reduce traffic impacts resulting from development of the SPA. The timing of the construction of the transportation improvements shall be tied to the anticipated rate of growth and associated traffic impacts. Existing City residents shall not be required to pay fees for the construction of any new transportation improvements required to serve the SPA.

- **Open Space.** Maintain 30% of the SPA as natural open space to preserve oak woodlands and sensitive habitat areas. Natural open space cannot include active park sites, residential yard areas, golf courses, parking lots, or their associated landscaping.

- **Schools.** Submit a plan to the Folsom Cordova Unified School District for the funding and construction of all necessary school facilities for the SPA so that City residents north of U.S. 50 are not required to pay for the construction of new school facilities serving the SPA and existing schools are not overcrowded by development of the SPA.

- **Development Plan.** Adopt a General Plan Amendment to serve as the blueprint for development within the SPA. The General Plan Amendment will only be adopted after the completion and certification of an environmental impact report.

- **Public Notice.** Every registered voter in the City must be mailed a notice of time, place, and date of the public meetings and hearings before the Planning Commission and City Council. The notice must include a summary of the SPA proposal with the full proposal and associated environmental review available for public review at the City Clerk's office, at all Folsom public libraries, and on the City's Web site.

- **Implementation.** All existing City plans, policies, ordinances, and other legislative acts must be amended as necessary, as soon as possible, and in the time and manner required by state law, including CEQA, to ensure consistency between the Charter Amendment and those plans, policies, and other provisions.

In 2004, the City launched a visioning process to seek community input about the future plans for the City's sphere of influence area. Approximately 200 residents of the City and nearby El Dorado County attended a series of meetings facilitated by a professional planning consultant. At those meetings, the participants addressed a range of issues including land use, open space, transportation, and financing. Their recommendations resulted in a series of five possible development scenarios, which were reviewed by the Folsom City Council at its January 25, 2005 meeting. Since that time, the land use plan for the SPA has continued to undergo refinements, and has evolved into the Proposed Project Alternative shown in Exhibit 2-3 in Chapter 2, "Alternatives." The Proposed Project Alternative, along with four alternative land use development plans and a No Project Alternative (development under the existing Sacramento County land use and zoning designations), are evaluated at a similar level of detail, as required under NEPA in this EIR/EIS.

1.4 PROJECT PURPOSE AND NEED

The City and USACE each view the project purpose from the purview of their responsibilities. The City is interested in the orderly development of lands within its planning boundaries/sphere of influence and ensuring

that that the City has adequate water supplies for development. USACE's interest extends to its permit authority with respect to regulation of waters of the U.S., including wetlands.

1.4.1 PROJECT PURPOSE AND NEED: CITY OF FOLSOM CONSIDERATIONS

The purpose of the Folsom South of Highway 50 Specific Plan project is to provide a mixed-use, master-planned community within an area south of U.S. 50 that would be annexed to the City of Folsom, and also to secure a reliable water supply consistent with the requirements of Measure W and objectives of the Water Forum Agreement and the necessary off-site conveyance infrastructure to facilitate the planned development of the SPA. In accordance with local and regional plans, including the City's General Plan and SACOG Blueprint and Smart Growth Principles, the project would expand the City's current sphere of influence south of U.S. 50 in a manner that would foster orderly urban development and discourage leapfrog development and urban sprawl. The project would provide both jobs and housing and would generate a positive fiscal impact for the City.

1.4.2 PROJECT PURPOSE AND NEED: U.S. ARMY CORPS OF ENGINEERS

The project purpose, as considered by USACE, is to construct a large scale, mixed-use development, with associated infrastructure, within eastern Sacramento County.

1.5 AGENCY ROLES AND RESPONSIBILITIES

USACE will use this EIS/EIR in exercising its regulatory authority under Section 404 of the Clean Water Act. It also may be used as an informational document by Federal cooperating agencies, such as Reclamation, that could have permitting or approval authority for aspects of the project.

This EIS/EIR will be used by the City of Folsom and CEQA responsible and trustee agencies to ensure that they have met the requirements of CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state and local agencies, which may have an interest in resources that could be affected by the project, or that have jurisdiction over portions of the project.

The City of Folsom is the State lead agency for the project under CEQA, and USACE, Sacramento District, is the Federal lead agency under NEPA. The City has the principal responsibility for approving and carrying out the project and for ensuring that the requirements of CEQA have been met. USACE has the principal responsibility for making Clean Water Act Section 404 permit decisions and ensuring that the requirements of NEPA have been met. The EIR/EIS may also be used by other Federal, state, regional, and local agencies, which may have an interest in resources that could be affected by the project, or that have jurisdiction over portions of the project.

The following are the entitlements requested from the City for the project:

- certification of the EIR/EIS and adoption of the Mitigation Monitoring and Reporting Program,
- amendment of the Folsom General Plan,
- amendment of the Folsom Zoning Ordinance,
- adoption of the Folsom Plan Area Specific Plan,
- adoption of a Public Facilities Financing Plan,
- approval of large-lot tentative maps,
- application to LAFCo for annexation of the project site to the City of Folsom, and
- possible approval of development agreements between the City and project applicant(s).

The project applicant(s) are requesting these approvals to accommodate proposed development on lands they control (i.e., lands owned). However, some approvals would apply to all lands in the SPA. It is anticipated that the City will also rely on this EIR/EIS for approval of other future discretionary entitlements and permits (e.g., small-lot tentative subdivision maps, design review approvals, use permits). The City will rely on this document to the

degree that it adequately addresses the impacts of future development on the site (i.e., for specific issue areas where more detailed analysis was conducted). The City is the project proponent and lead agency for implementation of the water supplies and off-site water facilities necessary to satisfy the water demands of the SPA. The City will rely on this document because that it adequately addresses the impacts of the specific manner in which those supplies and facilities are implemented. Depending on the final locations of specific facilities, the City may need to conduct supplemental environmental analysis of the specific issues presented.

The Proposed Action represents a Federal action because it would require one or more of the following Federal permits and authorizations:

- Department of the Army permit under Section 404 of the CWA for discharges of dredge or fill material into waters of the U.S.,
- ESA Section 7 consultation leading to issuance of a Biological Opinion and possible incidental-take statement for activities affecting endangered species,
- NHPA Section 106 consultation leading to the preparation of a Programmatic Agreement and/or Memorandum of Agreement (MOA) for activities affecting a cultural resource listed in or eligible for listing in the NRHP, and
- Reclamation approval of the assignment of up to 8,000 AFY of "Project" water from NCMWC's CVP settlement contract to the City, the addition of the Freeport Project as an additional point of diversion under NCMWC's settlement contract, and an encroachment permit for the water conveyance crossing at the Folsom South Canal.

1.6 SUMMARY DESCRIPTION OF THE PROJECT ALTERNATIVES

The State CEQA Guidelines (Section 15126.6) and the NEPA CEQ Regulations (40 CFR Section 1502.14) require that an EIR/EIS describe a range of reasonable alternatives to a proposed project that could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. The analysis contained in the DEIR/DEIS provides a comparative analysis between the proposed project/action (hereinafter referred to as the "Proposed Project Alternative"), a Resource Impact Minimization Alternative, a Centralized Development Alternative, and a Reduced Hillside Development Alternative. The No Project Alternative as required under CEQA and NEPA and a No USACE Permit Alternative as required by USACE under NEPA were also evaluated. A summary of the Proposed Project Alternative and the other alternatives is provided below. Detailed information regarding the project design, operation, and specific components is contained in DEIR/DEIS Chapter 2, "Alternatives."

1.6.1 PROPOSED PROJECT ALTERNATIVE

The project applicant(s)—the South Folsom Property Owners Group—are requesting annexation into the City of Folsom, and approval of various discretionary entitlements in support of a specific plan for a mixed-use development and supporting on- and off-site roadways and infrastructure (project). The specific plan covers an area in eastern Sacramento County, south of U.S. 50, and adjacent to the existing Folsom city limits. The specific plan supports a combination of employment-generating uses, retail and supporting services, recreational uses, and a broad range of residential uses and associated infrastructure and roads on approximately 3,510-acres that is located entirely within the City's sphere of influence, but currently under jurisdiction of Sacramento County. The project site, however, encompasses a larger area: it includes the entire area proposed for annexation, including U.S. 50 right-of-way and proposed interchange areas, for a total of approximately 3,584 acres. The project site is located south of U.S. 50, north of White Rock Road, east of Prairie City Road (a small area extends west of Prairie City Road at the southwest corner of the project site), and west of the Sacramento/El Dorado County line (see Exhibits 2-1 and 2-2 in Chapter 2, "Alternatives" in the DEIR/DEIS).

The Proposed Project includes 10,210 residential units at various densities on a total of 1,477.2 acres; 362.8 acres designated for commercial and industrial use, including a regional shopping center; public/quasi-public uses; elementary, middle, and high schools on 179.3 acres; 121.7 acres of community and neighborhood parks; stormwater detention basins; 1,053.1 acres of open-space areas and open-space preserves; and major roads with landscaping.

Several off-site infrastructure facilities (intersection expansions to allow access to and from U.S. 50 and the SPA, an overpass of U.S. 50, two roadway connections and sewer pipelines from the Folsom Heights property into El Dorado Hills, a sewer force main connection to the existing City system, a detention basin, and water pipelines and facilities) are proposed to serve project development and are addressed in this EIR/EIS.

Based on current water demand assumptions and implementation of reasonable conservation measures in years when water supplies could be subjected to dry-year reductions of up to 25%, the project would require not more than 5,600 acre-feet[3] of water per year (AFY). The City is proposing Off-site Water Facilities that would involve the permanent assignment to the City a portion of NCMWC's CVP settlement contract "Project" water totaling not more than 8,000 AFY[4], diverting this water supply from the Sacramento River, and conveying this water to the SPA.

In addition, this project would include the City purchasing from Sacramento County Water Agency (SCWA) dedicated capacity within the Freeport Regional Water Project (Freeport Project), which would serve as the point of diversion (POD) on the Sacramento River and partial conveyance pathway for not more than 5,600 AFY. The City proposes to add the Freeport POD to the assigned CVP settlement contract to facilitate the diversion of these supplies at the existing Freeport Project diversion. The City proposes to pump and convey the assigned NCMWC CVP "Project" water supply through the Freeport Project diversion facility and conveyance pipeline to the point where SCWA and East Bay Municipal Utilities District (EBMUD) pipeline split or the bifurcation point. The City would then construct new water supply conveyance infrastructure from the bifurcation point to the SPA.

Provision of water service to the project would involve the following actions by the City:

- taking an assignment for up to 8,000 AFY of CVP surface water from NCMWC (which is currently available in July and August in accordance with NCMWC's irrigation demands);
- rescheduling the existing CVP July/August schedule to a year-round municipal and industrial (M&I) schedule;
- entering into an agreement with SCWA to convey the water acquired by the City from NCMWC through the Freeport Project, to facilitate the integration of the Off-site Water Facilities with existing Freeport Project diversion and water conveyance facilities; and
- Constructing conveyance, pump, storage, and treatment facilities, including booster pump station(s), water treatment and storage facilities, and conveyance facilities.

Consistent with the requirements of CEQA and NEPA, the City is evaluating several conveyance alternatives to enable the delivery of not more than 6,000 AFY of CVP water from NCMWC to the SPA. Each alternative includes optional route alignments and/or operational features (e.g., WTPs and associated storage facilities) to cover the range of feasible alternatives available to the City. Exhibits 2-25, 2-27, 2-28, and 2-29 in Chapter 2, "Alternatives," of the DEIR/DEIS illustrate the potential locations of water supply and conveyance infrastructure to serve the SPA.

[3] An acre-foot of water contains 325,851 gallons; one million gallons is about 3 acre-feet.
[4] NCMWC's CVP water contract is subject to a dry-year provision whereby total deliveries can be reduced by up to 25%.

Information regarding the location, design, and operation of the various project components is presented in detail in Chapter 2, "Alternatives," of the DEIR/DEIS.

1.6.2 NO PROJECT ALTERNATIVE

Under the No Project Alternative, the SPA would not be annexed to the City of Folsom; instead, it would remain under the jurisdiction of Sacramento County. This alternative assumes that existing land uses at the project site (i.e., livestock grazing) would continue, including construction of up to 44 rural residences on 80-acre parcels as permitted under the adopted Sacramento County General Plan designations and zoning. Furthermore, no off-site water facilities would be constructed under this alternative. This analysis uses existing site conditions at the time that the Notice of Preparation/Notice of Intent was published (September 2008) as the "existing conditions" portion of the "no project" scenario (see State CEQA Guidelines CCR Section 15126.6[e][2]) to allow consideration of a full range of alternatives. Remediation of contaminated soil and groundwater on the Aerojet General Corporation parcel along the western property boundary is a separate action that will continue either with or without project implementation.

1.6.3 NO USACE PERMIT ALTERNATIVE

This alternative is designed to avoid the placement of dredged or fill material into waters of the U.S., including wetlands, thus eliminating the need for a USACE Section 404 CWA permit. As a result, there would be no direct impacts to waters of the U.S. under this alternative, compared to 46.3 combined acres of fill under the total Proposed Project (i.e., including both land development and off-site water facilities). This alternative would require compliance with Section 10 of ESA. Under this alternative, 1,506.1 acres of the project site would be designated as open space, compared to 1,057 acres under the Proposed Project Alternative. This alternative also would require more expensive/time-consuming, methods of construction for roadways and utilities. Under this alternative, approximately 3,837 fewer residential housing units would be constructed, and approximately 131 fewer acres would be used for commercial/industrial development, than under the Proposed Project. The acreage proposed for park use would be reduced to 84.8 acres under this alternative.

1.6.4 RESOURCE IMPACT MINIMIZATION ALTERNATIVE

This alternative would include a larger area of high-quality biological habitat in the proposed preserve area than under the Proposed Project Alternative, and would also preserve all of the on-site cultural resources that would be eligible for listing on the California Register of Historical Resources and National Register of Historic Places. A Section 404 CWA permit would still be required under this alternative, as it would involve the placement of fill material into 26.47 acres of waters of the U.S., 13.03 fewer acres than would be filled by the Proposed Project Alternative. An additional 375 acres of land across the project site would be designated as open space. A total of approximately 1,429 acres, approximately 40% of the project site, would become a protected wetland preserve. Areas of the project site with higher concentrations of cultural resources, including areas on the northwestern portion of the project site would also remain in open space under this alternative. The total acreage of residential development would be reduced by approximately 205 acres and approximately 2,245 fewer residential units would be constructed. Overall density would decrease (average density across the residentially designated area would be approximately 6 dwelling units per acre (du/ac), compared to 6.65 du/ac under the Proposed Project Alternative). Commercial and industrial development sites would be reduced by approximately 113 acres. Development of park land would be reduced to 105.7 acres. The types of land uses and general on- and off-site infrastructure and roadway improvements would remain the same as under the Proposed Project Alternative.

1.6.5 CENTRALIZED DEVELOPMENT ALTERNATIVE

This alternative would preserve approximately 75% of the eastern part of the project site, which lies within the Sierra Nevada foothills, in its current undeveloped state. Commercial development would still occur along the south side of U.S. 50 within the foothills. It would also entail about 1,000 fewer equivalent dwelling units (EDUs)

than the Proposed Project. This alternative would fill 37.06 acres of waters of the U.S., 2.48 acres fewer than would be filled under the Proposed Project Alternative. The Centralized Development Alternative envisions a higher density of residential development on a smaller footprint compared to the Proposed Project Alternative, resulting in more dwelling units per acre. The acreage of commercial and industrial development would be similar in this alternative compared to the Proposed Project Alternative. The acreage proposed for park use is reduced to 118.7 acres in this alternative, including local parks which are included in acreage totals for residential and mixed-use designations. The types of land uses and general on- and off-site infrastructure improvements under the Centralized Development Alternative would remain the same as under the Proposed Project Alternative. A 1,464.4-acre area would be dedicated to open space (approximately 407 acres more than under the Proposed Action Alternative).

1.6.6 REDUCED HILLSIDE DEVELOPMENT ALTERNATIVE

This alternative would reduce the developed area on the eastern portion of the project site, which lies within the Sierra Nevada foothills, leaving more of this area in its current undeveloped state for aesthetic, biological, and cultural resource protection purposes. It would also entail about 1,300 additional EDUs compared to the Proposed Project, with a much higher density of development within the central portion of the project site, thus reducing potential impacts related to traffic and air quality. The Reduced Hillside Development Alternative would fill 42.69 acres of waters of the U.S., 3.19 acres more than would be filled under the Proposed Project Alternative. The Reduced Hillside Development Alternative envisions a greater density of residential development on a slightly smaller footprint compared to the Proposed Project Alternative, resulting in more dwelling units per acre. The total acreage of residential development would be reduced by approximately 64 acres, but the density would be increased. The acreage of commercial and industrial development would be increased by less than 20 acres. The acreage proposed for park use (including local parks which are included in acreage totals for residential and mixed-use designations) is increased to 170.9 acres in this alternative. The types of land uses and general on- and off-site infrastructure and roadway improvements under the Reduced Hillside Development Alternative would remain the same as under the Proposed Project. A 1,057-acre area would be dedicated to open space (the same size as under the Proposed Project).

1.6.7 WATER SUPPLY ALTERNATIVES

The Water Supply alternatives evaluated at a similar level of detail in this EIR/EIS consist of the following (see Chapter 2, “Alternatives” for additional detail):

- No USACE Permit Off-site Water Facility Alternative
- Proposed Off-site Water Facility Alternative PA – Raw Water Conveyance – Grant Line Road Alignment and On-site WTP
- Off-site Water Facility Alternative 1 – Raw Water Conveyance – Grant Line Road Alignment and White Rock WTP
- Off-site Water Facility Alternative 1A – Raw Water Conveyance – Grant Line Road Route Variation Alignment and White Rock WTP
- Off-site Water Facility Alternative 2 – Treated Water Conveyance – Douglas Road Alignment and Vineyard SWTP
- Off-site Water Facility Alternative 2A – Treated Water Conveyance – Douglas Road Route Variation Alignment and Vineyard SWTP
- Off-site Water Facility Alternative 2B – Treated Water Conveyance – North Douglas Tanks Variation Alignment and Vineyard SWTP

- Off-site Water Facility Alternative 3 – Raw Water Conveyance – Douglas Road Alignment and White Rock WTP
- Off-site Water Facility Alternative 3A – Raw Water Conveyance – Douglas Road Route Variation Alignment and White Rock WTP
- Off-site Water Facility Alternative 4 – Raw Water Conveyance to Folsom Boulevard Alignment and Folsom Boulevard WTP
- Off-site Water Facility Alternative 4A – Raw Water Conveyance to Folsom Boulevard – Route Variation Alignment and Folsom Boulevard WTP

1.6.8 INTEGRATION OF "LAND" AND "WATER" ALTERNATIVES FOR DEVELOPMENT

Under the No Project Alternative, the SPA could be developed with up to 44 rural residences on 80-acre parcels as currently zoned under the Sacramento County General Plan, and no off-site water facilities would be constructed because each rural resident would be responsible for developing his or her on-site well. Therefore, for purposes of this EIR/EIS, the No Project Alternative is evaluated in the 3A "Land" sections.

Under the No USACE Permit Alternative, there would be no placement of dredged or fill material into waters of the U.S. (including wetlands) from either the "Land" or "Water" portions of the project, thus eliminating the need for a USACE Section 404 CWA permit. In order to achieve "no fill," no development in the SPA would occur within 50 feet of a water of the United States, the water treatment plant (regardless of whether it is located off-site or on-site) would not be constructed within 50 feet of a water of the United States, and the off-site water conveyance pipeline would use trenchless construction methods (e.g., horizontal directional drilling or jack-and-bore) where the pipeline route intersected any water of the United States. Therefore, only the No USACE Permit Off-site Water Facility Alternative could be selected if the No USACE Permit "Land" Alternative were selected for development of the SPA.

Any of the 10 off-site water alternatives listed above and described in detail in Chapter 2, "Alternatives" of the DEIR/DEIS could ultimately be implemented for either the Resource Impact Minimization, Centralized Development, or Reduced Hillside Development Alternative. Because the off-site water facilities are different from development of the SPA and would occur in locations that are further removed spatially from the SPA, the impacts of these water facilities are evaluated in the 3B "Water" sections of the DEIR/DEIS. However, the City and the USACE wish to make clear to the reader that the "project" as a whole consists of both development of the SPA and off-site facilities necessary to provide water in support of the SPA development. Thus, when considering impacts of the "project" as a whole, it is necessary to consider both the 3A and 3B impacts taken together.

1.7 CEQA AND NEPA REQUIREMENTS FOR RESPONDING TO COMMENTS

The State CEQA Guidelines state that written responses to comments received on the DEIR and RDEIR must describe the disposition of significant environmental issues. The response should contain good-faith, reasoned analysis to the environmental issues raised in the comment. In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed.

NEPA requires that the FEIS include and respond to all substantive comments received on the DEIS (40 CFR Section 1503.4). Lead agency responses may include the need to:

- modify the proposed action or alternatives;
- develop and evaluate new alternatives;

- supplement, improve, or modify the substantive environmental analyses;
- make factual corrections to the text, tables, or figures contained in the DEIS and SDEIS; or
- explain why no further response is necessary.

Additionally, the FEIS must discuss any responsible opposing view that was not adequately discussed in the DEIS and must indicate the lead agency's response to the issues raised.

1.8 REQUIREMENTS FOR DOCUMENT CERTIFICATION AND FUTURE STEPS IN PROJECT APPROVAL

This FEIR/FEIS is being distributed to agencies, stakeholder organizations, and individuals who commented on the DEIR/DEIS. This distribution ensures that interested parties have an opportunity to express their views regarding the environmental impacts of the project, and to ensure that information pertinent to permits and approvals is provided to decision makers for the lead agencies, NEPA cooperating agencies, and CEQA responsible agencies.

The FEIR is being distributed to those parties who commented on the DEIR for a period of 10 days as required by the State CEQA Guidelines, Section 15088. Copies of the document may be reviewed by the public during normal business hours at Folsom City Hall (50 Natoma Street, Folsom, CA 95630) and at the Folsom Public Library (Georgia Murray Building, 411 Stafford Street, Folsom, CA 95630). The document will also be available on the City's Web site: http://www.folsom.ca.us/about/whats_new/sphere.asp.

The FEIS will be available for public review for 30 days after a notice is published in the Federal Register. Written comments should be sent to the following address:

Lisa Gibson, Senior Project Manager
U.S. Army Corps of Engineers
Regulatory Division, California Delta Branch
650 Capitol Mall, Suite 5-200
Sacramento, CA 95814
Fax: (916) 557-6877
E-mail: Lisa.M.Gibson2@usace.army.mil

The EIR is intended to be used by the Folsom City Council when considering approval of the Proposed Project or an alternative to the Proposed Project. The EIS is intended to be used by USACE in determining whether to issue the 404 permits.

Following completion and publication of the FEIR/FEIS, the Folsom City Council will hold a public meeting to consider certification of the EIR and to decide whether or not to approve the Proposed Project or another alternative, at which time the public and interested agencies and organizations may comment on the project. A notice of determination (NOD) will then be filed. If the City Council approves the Proposed Project (or another alternative), it will adopt written findings of fact for each significant environmental impact identified in the EIR; a statement of overriding considerations, if needed; and a mitigation monitoring and reporting program.

USACE will circulate the FEIS for a minimum of 30 days before taking action on the permit application and issuing its ROD. The ROD will address the decision, alternatives considered, the environmentally superior alternative, relevant factors considered in the decision, and mitigation and monitoring.

Based on the analysis contained in the DEIR/DEIS, the No Project Alternative would have the fewest environmental impacts and therefore would be the environmentally superior alternative under CEQA. Under CEQA, if the No Project Alternative is determined to be environmentally superior, the EIR must also identify the environmentally superior alternative among the other alternatives. Thus, among the action alternatives carried

forward for analysis, either the No USACE Permit, Resource Impact Minimization, or Centralized Development Alternatives could be considered the Environmentally Superior Alternative for the "Land" portion of the project under CEQA. Off-site Water Facility Alternative 2B would be considered the Environmentally Superior Alternative for the "Water" portion of the project under CEQA. Under NEPA, the environmentally superior alternative does not need to be identified until the ROD is issued; therefore, it is not identified in this FEIR/FEIS.

1.9 ORGANIZATION AND FORMAT OF THE FINAL EIR/EIS

This FEIR/FEIS is organized as follows:

- Chapter 1, "Introduction," describes the purpose and content of the FEIR/FEIS.
- Chapter 2, "Minor Modifications to the Project," contains a description of minor changes to the project description that have been made since the DEIR/DEIS was circulated for public review.
- Chapter 3, "Master Responses," presents responses to significant environmental issues raised in multiple comments. These have been termed "master responses." They are organized by topic to provide a more comprehensive response than may be possible in responding to individual comments, and so that reviewers can readily locate all relevant information pertaining to an issue of concern.
- Chapter 4, "Comments and Individual Responses," contains a list of all agencies and persons who submitted comments on the DEIR/DEIS during the public review period, copies of the comment letters submitted on the DEIR/DEIS, cross references to relevant master responses, and individual responses to the comments that are not addressed in master responses.
- Chapter 5, "Errata," presents corrections and other revisions to the text of the DEIR/DEIS based on issues raised by comments, clarifications, or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by <u>underline</u> where text is added.
- Chapter 6, "References," includes the references to documents used to support the comment responses.
- Chapter 7, "List of EIR/EIS Preparers," lists the individuals who assisted in the preparation of this FEIR/FEIS.
- Appendices. Several new and/or revised technical appendices are attached to the back of this FEIR/FEIS.

The DEIR/DEIS consisted of two volumes plus appendices. This document and its appendices, together with the three volumes and appendices of the DEIR/DEIS, constitute the FEIR/FEIS.

1.10 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1-1 summarizes the environmental impacts of the Proposed Project and the other alternatives under consideration, the level of significance of each impact before mitigation, recommended mitigation measures, and the level of significance of each impact after mitigation, as presented in the DEIR/DEIS, and incorporating the revisions (with strikeouts and/or underline) shown in Chapter 5, "Errata" of this FEIR/FEIS.

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.1 AESTHETICS - LAND		
3A.1-1: Substantial Adverse Effect on a Scenic Vista. Project implementation would result in the degradation of the visual quality of a scenic vista.	Land	**ON- & OFF-SITE** **NP:** direct LTS, no indirect **ON-SITE** **NCP, PP, RIM, CD, RHD:** direct significant, no indirect **OFF-SITE** Direct LTS, no indirect

ON-SITE

NP: No mitigation measures required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. The project applicant(s) for ~~all project phases~~ any particular discretionary development application adjacent to US 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.

Implementation: Project applicant(s) ~~of all project phases~~ for any particular discretionary development application adjacent to U.S. 50.

Timing: 1. Plans and specifications: before approval of grading plans and building permits

2. Construction: before the ~~start of earthmoving activities~~ approval of occupancy permits associated with residential and commercial units

3. Maintenance: in perpetuity

Enforcement: City of Folsom Community Development Department ~~and Caltrans~~

Significance after Mitigation: significant and unavoidable

OFF-SITE

No mitigation measures are required.

Significance after Mitigation: significant and unavoidable

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.1-2: Damage to Scenic Resources Within a Designated Scenic Corridor. Project implementation could damage the character of the viewshed from a County-designated scenic corridor. **ON-SITE** **NP:** No mitigation measures required. **NCP, PP, RIM, CD, RHD:** No feasible mitigation measures are available. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: significant and unavoidable***	Land	**ON- & OFF-SITE** **NP:** direct LTS, no indirect **ON-SITE** **NCP, PP, RIM, CD, RHD:** direct significant, no indirect **OFF-SITE** No direct or indirect
3A.1-3: Substantial Degradation of Existing Visual Character or Quality of the Site and its Surroundings. Project implementation would substantially degrade the visual character of the SPA through conversion of rolling hills and oak woodland to developed urban uses. **ON-SITE** **NP:** No mitigation measures required. **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measures 3A.1-1 and 3A.7-4a. **OFF-SITE** No feasible mitigation measures are available. (*detention basin*) No mitigation measures are required. (*other off-site improvements*) ***Significance after Mitigation: significant and unavoidable***	Land	**ON- & OFF-SITE** **NP:** direct & significant, no indirect **ON-SITE** **NCP, PP, RIM, CD, RHD:** direct significant, no indirect **OFF-SITE** Direct significant, no indirect (*detention basin*) Direct LTS, no indirect (*other off-site improvements*)

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.1-4: Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction. Project implementation would involve four phases of construction over a 20-year-buildout period. Construction activity would involve the temporary and short-term use of staging areas for construction equipment and materials, which would be visible to adjacent project land uses that have already been developed.	Land	**NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct significant, no indirect
NP: No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.1-4: Screen Construction Staging Areas.** The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans ~~and building permits~~ for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.. Implementation: Project applicant(s) ~~of all project phases~~ for any particular discretionary development application. Timing: Before approval of grading plans ~~and building permits~~ and during construction for all project phases. Enforcement: 1. For those improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For the two local roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Community Services Department. 3. For the U.S. 50 interchange improvements: Caltrans. ***Significance after Mitigation: significant and unavoidable***		
3A.1-5: Creation of a New Source of Substantial Light or Glare that would Adversely Affect Day or Nighttime Views in the Area New Light and Glare. Project implementation would require lighting of new development, which would cause new and increased light and glare.	Land	**NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct significant, no indirect
NP: No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.** To reduce impacts associated with light and glare, the City shall:		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

- Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.
- Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.

To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:

- Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.
- ~~Place and shield or screen f~~Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security ~~so as not to disturb adjacent residential areas and passing motorists~~ shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.
- For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.
- Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.
- Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.
- Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.
- Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.
- Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.

A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall implement the approved lighting plan.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).

Implementation: Project applicant(s) ~~of all project phases~~ for any particular discretionary development application.

Timing: Before approval of building permits ~~for each project phase~~.

Enforcement: 1. For all on-site and off-site facilities that would be located within the City of Folsom: City of Folsom Neighborhood Services

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Department and City of Folsom Community Development Department. 2. For the off-site detention basin: Sacramento County Planning Department. 3. For the two local roadways off-site into El Dorado Hills: El Dorado County Community Services Department. ***Significance after Mitigation: less than significant***		
3A.1-6: New Skyglow Effects. Project implementation would require lighting of new development that would result in the generation of new and increased skyglow effects, obscuring views of stars, constellations, and other features of the night sky. **NP:** No mitigation measures required. **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measure 3A.1-5. ***Significance after Mitigation: significant and unavoidable***	Land	**NP:** direct & LTS, no indirect **NCP, PP, RIM, CD, RHD:** significant & direct, no indirect
3B.1 AESTHETICS - WATER		
3B.1-1: Substantial Adverse Effect on a Scenic Vista. Implementation of the Off-site Water Facility Alternatives would not result in the degradation of the visual quality of a scenic vista. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, &4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, &4A:** direct & indirect LTS
3B.1-2: Substantial Degradation of Existing Visual Character or Quality of the "Water" Study Area. Implementation of the Off-site Water Facility Alternatives could substantially degrade the existing visual character or quality of the "Water" Study Area and its surroundings. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, &4A: Mitigation Measure 3B.1-2a: Enhance Exterior Appearance of Structural Facilities.** The external appearance of above-ground facilities, including the choice of color and materials, shall seek to reduce the visual impact of the proposed WTP, pump station, and above-ground storage tank facilities. Bright reflective materials and colors shall be avoided. As appropriate, the exterior design of these facilities should follow design guidelines provided in applicable land use plans. Minimum exterior design requirements shall include, but are not limited to, the following: ► painting (with earth-colored tones) of structural façades to blend with surrounding land uses, ► use of fencing or structural materials similar to those used by nearby land uses, ► installation of berms and/or landscaping around the facility (see Mitigation Measure 3B.2-2b for additional detail), and ► clustering of structural facilities to maximize open space buffering.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, &4A:** direct & indirect PS

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance

Mitigation

Implementation: City of Folsom Utilities Department

Timing: Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Mitigation Measure 3B.1-2b: Prepare Landscaping Plan. The City shall develop a landscaping plan for each structural facility site that uses a combination of ~~locally-derived~~ native vegetation, earthen features (e.g., boulders), and, if appropriate, topographical separations (e.g., berms) to maximize site appearance and shield the new facilities from nearby sensitive receptors to the extent feasible. In addition to complying with local standards, the landscaping plan shall require the following at each site:

- Vegetation shall be arranged in a hierarchy of plant groupings to enhance the visual and scenic qualities of the site(s). To the extent practical, the design will minimize the need for supplemental irrigation.
- New or replacement vegetation shall be compatible with surrounding vegetation and shall be adaptable to the site with regard to rainfall, soil type, exposure, growth rate, erosion control, and energy conservation purposes.
- Plant materials chosen shall be species which do not present any safety hazards, which allow native flora to reestablish in the area, and which require minimal maintenance, including watering, pest control, and clean-up of litter from fruit and droppings.

Implementation: City of Folsom Utilities Department

Timing: Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3B.1-3: Creation of a New Source of Substantial Light or Glare that would Adversely Affect Day or Nighttime Views in the "Water" Study Area. Implementation of the Off-site Water Facility Alternatives would create new sources of substantial light or glare, which could adversely affect day or nighttime views in the "Water" Study Area.

Water

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, &4A: direct PS, no indirect

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, &4A: Mitigation Measure 3B.1-3a: Conformance to Construction Lighting Standards. The City shall limit construction to daylight hours to the extent possible. If nighttime lighting or construction is necessary, the City shall ensure that unshielded lights, reflectors, or spotlights are not located and directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, the City shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts.

Implementation: City of Folsom Utilities Department

Timing: Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Mitigation Measure 3B.1-3b: Prepare and Submit a Lighting Master Plan. The City shall prepare a Lighting Master Plan that covers all Off-site Water Facilities-related outdoor light sources. The Lighting Master Plan shall include the following minimum requirements:

- outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties;
- flood or spot lamps installed as part of the Off-site Water Facilities shall be aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway;
- prohibit the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for public lighting in residential neighborhoods; and
- comply with requirements of local jurisdiction, if applicable.

Implementation: City of Folsom Utilities Department

Timing: Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.2 AIR QUALITY - LAND		
3A.2-1: Generation of Construction Emissions of NO_X and PM_{10}. Construction activities associated with the project would generate intermittent emissions of NO_X and PM_{10}. Because of the large size of the project, construction-generated emissions of NO_X, an ozone precursor, and fugitive PM_{10} dust would exceed SMAQMD-recommended thresholds and would substantially contribute to emissions concentrations that exceed the NAAQS and CAAQS. Thus, project-generated, construction-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations, and/or conflict with air quality planning efforts.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, RHD, CD:** direct significant, no indirect **OFF-SITE** Direct significant, no indirect
ON-SITE **NP:** No mitigation measures required. **NCP, PP, RIM, RHD, CD: Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.** To reduce short-term construction emissions, the project applicant(s) for ~~all project phases~~ any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) ~~or whatever mitigation measures are recommended by SMAQMD~~ in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations. **Basic Construction Emission Control Practices** ► Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ► Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ► Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ► Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ► All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ► Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas

- Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- ~~Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.~~
- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.

Enhanced Fugitive PM Dust Control Practices – Unpaved Roads

- Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.

Enhanced Exhaust Control Practices

- The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NO_X reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. ~~Such a determination must be supported by a project-level analysis and be approved by SMAQMD.~~

Implementation: The project applicant(s) of all project phases.

Timing: Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.

Enforcement: City of Folsom Community Development Department

Mitigation Measure 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_X Emissions Generated by Construction of On-Site Elements. Implementation of the Proposed Project or the other four other action alternatives would result in construction-generated NO_X emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NO_X emissions, depending on the types of alternative fuels and engine types employed.

Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO_X emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO_X emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO_X that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_X emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NO_X plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from $517,410 to $824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)

Implementation: The project applicant(s) of all project phases.

Timing: Before the approval of all grading plans by the City and throughout project construction for all project phases.

Enforcement: The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

Mitigation Measure 3A.2-1c: ~~Perform a Project-Level Analysis to Disclose~~ Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development ~~phase~~ entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM_{10} to disclose what PM_{10} concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM_{10} emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.

Implementation: All detailed, project-level analysis shall be performed and funded by the project applicant(s) ~~and fully funded by the project applicant of~~ for each discretionary development ~~phase~~entitlement. All feasible mitigation shall be also be funded by the project applicant(s).

Timing: Before the approval of all grading plans by the City.

Enforcement: City of Folsom Community Development Department

OFF-SITE

Mitigation Measure 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County. The applicants responsible for the construction of each off-site element in Sacramento County shall require ~~its~~ their contractors to implement SMAQMD's Basic Construction Emission Control Practices during construction. A list of SMAQMD's Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD's Basic Construction Emission Control Practices or comparable feasible measures.

Implementation: The project applicant(s) responsible for construction of each off-site element in Sacramento County.

Timing: Before the approval of all grading plans from SMAQMD.

Enforcement:
1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department.
2. For the U.S. 50 interchange improvements: Caltrans.

Mitigation Measure 3A.2-1e: Implement EDCAQMD-Recommended Measures for Controlling Fugitive PM_{10} dust During Construction of the Two Roadway Connections in El Dorado County. Prior to construction of each roadway extension in El Dorado County, the applicants or its contractors shall develop a fugitive dust control plan that is approved by EDCAQMD and the applicants shall require their contractors to implement the dust control measures identified in the EDCAQMD-approved fugitive dust control plan. The fugitive dust control plan shall contain measures that are recommended by EDCAQMD at the time the plan is developed, which may include, but is not limited to, the current list of EDCAQMD-recommended dust control measures provided in Table 3A.2-5 below.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County).

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

Table 3A.2-5
EDCAQMD-Recommend Fugitive Dust Control Measures

Source	Mitigation Measure
Soil Piles	Enclose, cover, or water twice daily all soil piles
	Automatic sprinkler system installed on soil piles
Exposed Surface/Grading	Water all exposed soil twice daily
	Water exposed soil with adequate frequency to keep soil moist at all times
Truck Hauling Road	Water all haul roads twice daily
	Pave all haul roads
Truck Hauling Load	Maintain at least two feet of freeboard
	Cover load of all haul/dump trucks securely

Source: Table 4.12 of EDCAQMD's *Guide to Air Quality Assessment* (EDCAQMD 2002).

Implementation: The project applicant(s) responsible for constructing the roadway connections in El Dorado County.

Timing: Before the approval of grading plans by EDCAQMD.

Enforcement: El Dorado County Development Services Department.

Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements. Implement SMAQMD's Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO_X emissions generated by construction of all off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).

Implementation: The project applicant(s) responsible for construction of each off-site element in Sacramento and El Dorado counties.

Timing: Before the approval of all grading plans from the respective air district (i.e., SMAQMD or EDCAQMD).

Enforcement:
1. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.
2. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
3. For the U.S. 50 interchange improvements: Caltrans.

Mitigation Measure 3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_X Emissions Generated by Construction of Off-site Elements. The off-site elements could result in construction-generated NO_X emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NO_X emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the other

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off-site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before 'the approval of respective grading plans by Sacramento County. The project applicant(s) responsible for each off-site element in Sacramento County shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO_X that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_X emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NO_X plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site elements would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD's jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction-generated NO_X emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).

Implementation: The project applicant(s) of all off-site elements in Sacramento County.

Timing: Before the approval of each grading plan for the off-site elements in Sacramento County.

Enforcement:
1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.
2. For the U.S. 50 interchange improvements: Caltrans shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.

Mitigation Measure 3A.2-1h: ~~Perform a Project-Level Analysis to~~ Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements. Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM_{10} emissions pursuant to SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM_{10} emissions is found in its Guide to Air Quality Assessment in Sacramento County SMAQMD 2009a). SMAQMD emphasizes that PM_{10} emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the project applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM_{10} exhaust emission and fugitive PM_{10} dust emissions in accordance with SMAQMD guidance, requirements,

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices included in Mitigation Measure 3A.2-1a. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).

Implementation: All detailed, project-level analysis shall be performed by the responsible lead agency or its selected consultant and funded by the project applicant(s). Implementation of the project-level modeling analysis and any necessary additional mitigation shall be fully funded by the project applicant(s) responsible for each off-site improvement.

Timing:
1. For all off-site improvements within unincorporated Sacramento County: Before the approval of the respective grading plans from the Sacramento County Planning and Community Development Department
2. For the U.S. 50 interchange improvements: Before the approval of construction plans from Caltrans.

Enforcement:
1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department.
2. For the U.S. 50 interchange improvements: Caltrans.

Significance after Mitigation for NO_X emissions: less than significant

Significance after Mitigation for PM_{10} concentrations: significant and unavoidable

3A.2-2: Generation of Long-Term Operational (Regional) Emissions of ROG, and NO_X. Operational area- and mobile-source emissions from project implementation would exceed the SMAQMD-recommended threshold of 65 lb/day for ROG and NO_X, and would result in or substantially contribute to emissions concentrations that exceed the NAAQS or CAAQS for ozone. In addition, because of the large increase in emissions associated with project build out and the fact that the project is not within an already approved plan (which means that increased emissions would not already be accounted for in applicable air quality plans), project implementation could conflict with air quality planning efforts in the SVAB.

Land

ON-SITE
NP: direct LTS, no indirect
NCP, PP, RIM, RHD, CD: direct significant, no indirect
OFF-SITE
Direct LTS, no indirect

ON-SITE

NP: No mitigation measures required.

NCP: Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. To reduce operational emissions, the project applicant(s) for ~~all project phases~~ any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved *Folsom Plan Area Specific Plan Air Quality Mitigation Plan* (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375.

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Impact	Land/Water/GPA	Significance
Mitigation		
The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks. Implementation: The project applicant(s) ~~of all project phases~~ any particular discretionary development application. Timing: Before issuance of subdivision maps or improvement plans. Enforcement: City of Folsom Community Development Department. **PP, RIM, RHD, CD:** Implement Mitigation Measure 3A.2-2. **OFF-SITE** No mitigation measures required. ***Significance after Mitigation: significant and unavoidable***		
3A.2-3: Generation of Local Mobile-Source CO Emissions. Project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm. **ON-SITE** **NP:** No mitigation measures required. **NCP, PP, RIM, CD, RHD:** No mitigation measures required. **OFF-SITE** No mitigation measures required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** Direct LTS, no indirect

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Impact	Land/Water/GPA	Significance
Mitigation		
3A.2-4: Exposure of Sensitive Receptors to Short- and Long-Term Emissions of Toxic Air Contaminants. Project implementation would result in exposure of receptors to short- and long-term emissions of TACs from on-site stationary and mobile sources and from off-site mobile sources.	Land	**ON-SITE** **NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct PS, no indirect (Temporary, Short-Term Emissions from Construction Equipment; Emissions from On-Site Operational Mobile Sources~~; Land Use Compatibility with Off-site Corporation Yard~~) Direct LTS, no indirect (Stationary-Source Emissions, TAC Exposure from Remediation Activity, Land Use Compatibility with U.S. 50) **OFF-SITE** Direct PS, no indirect (Temporary, Short-Term Emissions from Construction Equipment) Direct LTS, no indirect (Operational TAC Emissions)
ON-SITE **NP:** No mitigation measures required. **NCP, RIM: Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.** The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases. The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development. Implementation: The project applicant(s) ~~of all project phases~~ any particular discretionary development application. Timing: Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases. Enforcement: City of Folsom Community Development Department. **Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.** The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants. ▸ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.

- The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area.
- Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off.
- Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.
- Implement the following additional guidelines, which are recommended in ARB's *Land Use Handbook: A Community Health Perspective* (ARB 2005) and are considered to be advisory and not regulatory:
  - Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines.
  - Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other.

Implementation: The project applicant(s) of all project phases.

Timing: Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.

Enforcement: City of Folsom Community Development Department.

PP, CD, RHD: Implement Mitigation Measures 3A.24a-4b.

OFF-SITE

Mitigation Measure: Implement Mitigation Measures 3A.2-1a and 3A.2-1b for the off-site improvements in Sacramento County; and Mitigation Measure 3A.2-1f for the off-site improvements in El Dorado County. (Temporary, Short-Term Emissions from Construction Equipment)

Mitigation Measure: No mitigation measures are required. (Operational TAC Emissions)

Significance after Mitigation: significant and unavoidable

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3A.2-5: Exposure of Sensitive Receptors to Construction-Generated Emissions of Naturally Occurring Asbestos. Asbestos is a toxic air contaminant. Residents and other receptors located close to construction activity could be exposed to dust from asbestos rock and soils during earth disturbance activities.

Land

ON-SITE
NP: direct LTS, no indirect
NCP, PP, RIM, CD, RHD: direct PS, no indirect
OFF-SITE
Direct PS, no indirect

ON-SITE
NP: No mitigation measures required.

NCP, PP, RIM, RHD: Mitigation Measure 3A.2-5: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California ~~Health and Safety~~ Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds~~, that shall be taken to ensure that no visible dust crosses the property line~~. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentinite) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.

Implementation: The project applicant(s) of all project phases.

Timing: Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.

Enforcement: City of Folsom Community Development Department.

CD: Implement Mitigation Measure 3A.2-5.

OFF-SITE
Mitigation Measure: Implement Mitigation Measure 3A.2-5. (However, for construction of the two roadway extensions into El Dorado County that occurs in El Dorado County, approval of the grading plans must be received from EDCAQMD.)

Significance after Mitigation: less than significant

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3A.2-6: Possible Exposure of Sensitive Receptors to Odorous Emissions. Temporary, short-term construction and long-term operation of the project could result in the frequent exposure of sensitive receptors to substantial objectionable odor emissions.

ON-SITE
NP: no direct or indirect
NCP, PP, RIM, CD, RHD: direct, significant (Short-Term Use of Construction Equipment for On-Site Land Uses and Off-site Elements~~, Land Use Compatibility with Off-site Corporation Yard,~~ Land Use Compatibility with Off-site Agricultural Land Uses)
Direct PS, no indirect (Long-Term Operation of On-Site Land Uses)

OFF-SITE
Direct LTS, no indirect

ON-SITE

NP: No mitigation measures required.

NCP, PP, RIM, CD, RHD: Implement Mitigation Measure 3A.2-1a and Mitigation Measure 3A.2-1f to Control Exposure of Sensitive Receptors to Construction-Related Odorous Emissions.

Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions. The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall implement the following measures:

- The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.
- The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.)
- Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor-producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature.
- The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.
- Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

- Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)
- Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)

Implementation: The project applicant(s) of all project phases.

Timing: Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.

Enforcement: City of Folsom Community Development Department.

OFF-SITE

No mitigation measures required.

Significance after Mitigation for Construction Diesel Odor: significant and unavoidable

Significance after Mitigation for Potential On-site Sources: less than significant

Significance after Mitigation for Corporation Yard: significant and unavoidable

3B.2 AIR QUALITY - WATER

3B.2-1: Generation of Construction Emissions of NO_X and PM_{10}. Construction of the Off-site Water Facility Alternatives would produce construction-generated emissions of NO_X, an ozone precursor, and fugitive PM_{10} dust would exceed SMAQMD-recommended thresholds and would substantially contribute to emissions concentrations that exceed the NAAQS and CAAQS. Thus, project-generated, construction-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation and/or expose sensitive receptors to substantial pollutant concentrations.	Water	**NCP, PA, 1, 1A, 3, 3A, 4, & 4A:** direct PS, no indirect (Temporary and Short-Term Construction Emissions) Direct & indirect LTS (Off-site Water Facilities Operations) **2, 2A, & 2B:** direct & indirect LTS

NCP, PA, 1, 1A, 3, 3A, 4, and 4A: Mitigation Measure 3B.2-1a: <u>Develop and Implement a</u> Construction NO_X Reduction Plan. Consistent with SMAQMD requirements, the City of Folsom shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NO_X reduction. Prior to construction, the City's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction of the Off-site Water Facilities. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted ~~monthly~~ <u>quarterly</u>

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the Off-site Water Facilities representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

Implementation: City of Folsom Utilities Department

Timing: Prior to construction of the Off-site Water Facilities.

Enforcement:
1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department, and SMAQMD.
2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD.
3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.

Mitigation Measure 3B.2-1b: Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately. Controlling visible emissions from off-road diesel powered equipment. The City shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least monthly, and a quarterly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.

Implementation: City of Folsom Utilities Department

Timing: During construction of all Off-site Water Facilities.

Enforcement:
1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department, and SMAQMD.
2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD.
3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.

Mitigation Measure 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. The City shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The City shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following:

- minimize on-site construction vehicle speeds on unpaved surfaces;

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
► post speed limits; ► suspend grading operations when wind is sufficient to generate visible dust clouds; ► pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; ► Prohibit no open burning of vegetation during project construction; ► Chip or deliver vegetative material to waste-to-energy facilities; ► reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a; ► clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and ► water and keep moist ~~all~~ exposed earth surfaces, graded areas, storage piles, and haul roads ~~at all times~~as needed to prevent fugitive dust. Implementation: City of Folsom Utilities Department Timing: During construction of all Off-site Water Facilities. Enforcement: 1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department, and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD. **Alternatives 2, 2A, and 2B:** No mitigation measures required. ***Significance after Mitigation: significant and unavoidable***		
3B.2-2: Generation of Long-Term Operational (Regional) Emissions of ROG, and NO_X. Operational area- and mobile-source emissions from implementation of the Off-site Water Facility Alternatives would not exceed the SMAQMD-recommended threshold of 65 lb/day for ROG and NO_X. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, 4A:** No mitigation measures required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct & indirect LTS

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B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3B.2-3: Exposure of Sensitive Receptors to Short- and Long-Term Emissions of Toxic Air Contaminants. Implementation of the Off-site Water Facility Alternatives could expose sensitive receptors to short- and long-term emissions of TACs from on-site stationary sources.

Water

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: direct & indirect LTS

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A: Mitigation Measure 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. New pumping stations including back-up diesel generators shall be located more than 200 feet away from sensitive receptors. Electrically-powered pumps shall be used to power new pumps, to the extent practicable.

Implementation: City of Folsom Utilities Department

Timing: Prior to the approval of grading plans and building permits for all off-site water pumping facilities.

Enforcement:
1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department and SMAQMD.
2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD.
3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.

Mitigation Measure 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations, and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024 $\mu g/m^3$, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024 $\mu g/m^3$. The acceptable concentration of 0.024 $\mu g/m^3$ was determined using the current OEHHA cancer potency factor and methodology for diesel exhaust (OEHHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024 $\mu g/m^3$, then the cancer health risk would be less than 9.9 cancers in a million population.

Implementation: City of Folsom Utilities Department

Timing: Prior to the approval of grading plans and building permits for all off-site water pumping facilities.

Enforcement:
1. For improvements that would be located within the City of Folsom: City of Folsom Community Development Department and SMAQMD.
2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD.
3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.

Significance after Mitigation: less than significant

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.2-3: Exposure of Sensitive Receptors to Short- and Long-Term Emissions of Toxic Air Contaminants. Implementation of the Off-site Water Facility Alternatives could expose sensitive receptors to short- and long-term emissions of TACs from on-site stationary sources. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, 4A:** No mitigation measures required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 3, 3A, 4, & 4A:** direct & indirect LTS **2, 2A, & 2B:** no direct & indirect
3A.3 BIOLOGICAL RESOURCES - LAND		
3A.3-1: Loss and Degradation of Waters of the U.S., including Wetlands, and Waters of the State. Project implementation would result in the placement of fill material into jurisdictional waters of the U.S., including wetlands subject to USACE jurisdiction under the Federal CWA. Wetlands and other waters of the U.S. that would be affected by project implementation include seeps, vernal pools, seasonal wetlands and seasonal wetland swales, seeps, drainage channels, ditches, and ponds. Waters of the state would also be filled with project implementation.	Land	**ON-SITE** **NP:** LTS **PP:** direct & indirect significant **RIM:** direct & indirect significant **CD:** direct & indirect significant **RHD:** direct & indirect significant **NF:** direct & indirect significant **OFF-SITE** Direct & indirect significant
ON-SITE **PP: Mitigation Measure 3A.3-1~~b~~a: Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.** To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality." The project applicant(s) ~~of all project phases~~ for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions ~~(Sacramento Stormwater Quality Control Partnership 2007)~~in		

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.

In addition to compliance with City ordinances, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall ~~obtain a General Construction Stormwater Permit from the Central Valley RWQCB,~~ prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."

Each project ~~phase~~ development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100~~, and 20~~-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that preproject conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.

~~The project applicant(s) shall design a land use plan that moves the proposed on-stream detention basin in the northeast corner of the SPA to a location that is off stream.~~ See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.

Implementation: Project applicant(s) of all project phases and on-site and off-site elements.

Timing: Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Public Works Department.
2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.

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Mitigation		

3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
4. For the U.S. 50 interchange improvements: Caltrans.
5. U.S. Army Corps of Engineers, Sacramento District.
6. Central Valley Regional Water Quality Control Board.

PP: Mitigation Measure 3A.3-1~~a~~b: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State.

Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct ~~project phase~~discretionary development entitlement, the project applicant(s) ~~all project phases~~ for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. For each respective ~~phase~~discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that ~~phase~~development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.

As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and before engaging in mitigation activities associated with each ~~phase of~~ discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to ~~issuance of a Section 404 permit~~impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.

As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost at the SPA, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced.

The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 *Memorandum Re: Minimum Level of Documentation Required for Permit Decisions*. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating

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functionality before credits can be sold. ~~This~~The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. ~~However, t~~The Final Rule also establishes a preference for a "watershed approach" in selecting locations for compensatory mitigation project locations, that mitigation selection must be "appropriate and practicable" and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. ~~compensating losses of aquatic resources within the same watershed as the impact site.~~ The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site. Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard.

The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and ~~Sunrise Douglas Preservation Bank~~Twin City Mitigation Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency-approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The applicants' biological consultant, ECORP, has identified availability of approximately ~~30~~31 vernal pool credits and ~~225~~228 seasonal wetland credits at mitigation banks whose service area ~~appears to~~ includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, ~~the~~ availability ~~of these credits has not been confirmed and availability~~ is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1).

Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines , which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancement~~, as specified in the Final Rule guidelines~~ within the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following:

- Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule;
  - located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable;

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- located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability;

► A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions;

► Specific creation and restoration plans for each mitigation site;

► ~~In kind reference wetland habitats for comparison with compensatory wetland habitats (using performance and success criteria) to document success;~~

► Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA;

► ~~Description of methodology used to select reference wetlands for comparison;~~

► CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced;

► Monitoring protocol, including schedule and annual report requirements, and the following elements:

- ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable;
- ~~CRAM~~ assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. ~~CRAM scores~~ Assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year;
- ~~CRAM~~ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. ~~CRAM scores~~ Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year;
- analysis of ~~CRAM~~ assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary;
- corrective measures if performance standards are not met;
- monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site "matures" over time;
- GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat;
- adaptive management measures to be applied if performance standards and acreage requirements are not being met;
- responsible parties for monitoring and preparing reports; and

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Mitigation		

- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

A~~n~~ final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction.

USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA.

Water quality certification pursuant to Section 401 of the CWA will be required before issuance ~~of the record of decision and before issuance~~ of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).

Implementation: Project applicant(s) ~~of all project phases~~ for each discretionary development entitlement requiring fill of wetlands or other waters of the U.S. or waters of the state.

Timing: Before the approval of grading or improvement plans or any ground-disturbing activities for any project development phase containing wetland features or other waters of the U.S.. The MMP must be approved before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.
3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
4. For the U.S. 50 interchange improvements: Caltrans.

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5. U.S. Army Corps of Engineers, Sacramento District; Central Valley Regional Water Quality Control Board as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes and in compliance with the City's Grading Ordinance (Folsom Municipal Code 14.29), or appropriate county grading ordinance for off-site detention basin and roadway connections from Folsom Heights to El Dorado Hills. **RIM:** Implement Mitigation Measures 3A.3-1a and 3A.3-1b. **CD:** Implement Mitigation Measures 3A.3-1a and 3A.3-1b. **RHD:** Implement Mitigation Measures 3A.3-1a and 3A.3-1b. **NF:** Implement Mitigation Measures 3A.3-1a and 3A.3-1b. **OFF-SITE** **Mitigation Measure:** Implement Mitigation Measures 3A.3-1a and 3A.3-1b. ***Significance after Mitigation: significant and unavoidable***		
3A.3-2: Loss and Degradation of Habitat for Special-Status Wildlife Species and Potential Direct Take of Individuals. Project implementation would result in the loss and degradation of habitat for several special-status wildlife species. Take of several listed species, including vernal pool invertebrates, valley elderberry longhorn beetle, and Swainson's hawk, could also occur.	Land	**ON-SITE** **NP: LTS** **PP, RIM, CD, RHD:** (Wildlife Associated with Vernal Pools, Swainson's Hawk and Other Raptors, Valley Elderberry Longhorn Beetle) direct & indirect significant (Tricolored Blackbird) direct & potentially significant, indirect & LTS (Special-Status Bats) direct & potentially significant, no indirect (Other Special-Status Species) direct & indirect LTS **NF:** (Wildlife Associated with Vernal Pools) no direct & indirect significant (Swainson's Hawk and Other Raptors, Valley Elderberry Longhorn Beetle, Special-Status Bats) direct and indirect significant (Tricolored Blackbird) direct potentially significant & indirect LTS (Other Special-Status Species) direct & indirect LTS **OFF-SITE** **PP, RIM, CD, RHD:** (Wildlife Associated with Vernal

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Mitigation		
		Pools, Valley Elderberry Longhorn Beetle) direct & indirect significant (Swainson's Hawk and Other Raptors) direct & indirect potentially significant (Tricolored Blackbird) direct & potentially significant, indirect & LTS (Special-Status Bats) no direct or indirect (Other Special-Status Species) direct & indirect LTS
ON-SITE **NP:** No mitigation measures required. **PP: Mitigation Measure: Implement Mitigation Measures 3A.3-1a and 3A.3-1b.** **Mitigation Measure 3A.3-2~~b~~a: Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.** To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in ~~coordination~~ consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.		

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Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of grading and improvement plans, before any ground-disturbing activities, and during project construction as applicable for all project phases.

Enforcement:
1. California Department of Fish and Game.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.
4. For the U.S. 50 interchange improvements: Caltrans.
5. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.

Mitigation Measure 3A.3-2e~~b~~b: Prepare and Implement a Swainson's Hawk Mitigation Plan.
To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.

Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.

The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG *Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California*, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through ~~either~~credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.

Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.

The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified

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conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.

The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.

If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by ~~conducting~~ reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports ~~habitat and ensure success~~ for impacts on habitat at the off-site detention basin.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).

Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of grading, improvement, or construction plans and before any ground-disturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
3. For the U.S. 50 interchange improvements: Caltrans.

Mitigation Measure 3A.3-2ec: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.
To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.

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If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.

Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the U.S. 50 interchange improvements: Caltrans.

Mitigation Measure 3A.3-2~~f~~d: Avoid and Minimize Impacts to Special-Status Bat Roosts.
The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.

If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site before the mine shaft is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.

Implementation: Project applicant(s) of all project phases containing potential bat roosting habitat.

Timing: Before the approval of removal or fill of the mine shaft on the SPA.

Enforcement: City of Folsom Community Development Department.

RIM, CD, RHD: Implement Mitigation Measures 3A.3-1a, 3A.3-1b, 3A.3-2a, 3A.3-2b, 3A.3-2c, 3A.3-2d, 3A.3-2e, and 3A.3-2f.

NF: Implement Mitigation Measures 3A.3-1a, 3A.3-1b, 3A.3-2a, 3A.3-2b, 3A.3-2c, 3A.3-2d, 3A.3-2e, and 3A.3-2f.

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

Mitigation Measure 3A.3-2~~ge~~: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat. The project applicant(s) for all project phases shall obtain an incidental take permit under Section 10(a) of ESA. No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a BO has been issued by USFWS and the project applicant(s) have abided by conditions in the BO (including all conservation and minimization measures). Conservation and minimization measures are likely to include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction.

Under the No Federal Action Alternative, interagency consultation under Section 7 of ESA would not occur; therefore, the project applicant(s) would be required to develop a habitat conservation plan to mitigate impacts on Federally listed vernal pool invertebrates. The project applicant(s) shall complete and implement, or participate in, a habitat conservation plan that shall compensate for the loss of acreage, function, and value of affected vernal pool habitat. The habitat conservation plan shall be consistent with the goals of the Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon (USFWS 2005) and must be approved by USFWS.

The project applicant(s) for all project phases shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. The land used to satisfy this mitigation measure shall be protected through a fee title or conservation easement acceptable to the City and USFWS.

The project applicant(s) for all project phases shall identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation in support of a lesser indirect impact distance. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve 2 wetted acres of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan.

A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties or Caltrans).

Implementation: Project applicant(s) of all project phases and on-site and off-site elements.

Timing: Before the approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said habitat, and on an ongoing basis throughout construction as applicable for all project phases as required by the habitat conservation plan and/or BO.

Enforcement:
1. U.S. Fish and Wildlife Service.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.
4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
5. For the U.S. 50 interchange improvements: Caltrans.

Mitigation Measure 3A.3-2~~h~~f Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of VELB Habitat. As long as valley elderberry longhorn beetle remains a species protected under ESA, the project applicant(s) of all project phases containing elderberry shrubs shall obtain an incidental take permit under Section 10(a) of ESA for valley elderberry longhorn beetle. No project construction shall proceed in areas potentially containing valley elderberry longhorn beetle until a BO has been issued by USFWS, and the project applicant(s) for all project phases have abided by all pertinent conditions in the ~~BO~~take permit relating to the proposed construction, including all conservation and minimization measures. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in a conservation area.

Under the No Federal Action Alternative, interagency consultation under Section 7 of ESA would not occur; therefore, the project applicant(s) would be required to develop a habitat conservation plan to mitigate impacts on valley elderberry longhorn beetle. The project applicant(s) shall complete and implement a habitat conservation plan that will compensate for the loss of valley elderberry longhorn beetle. Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented on a no-net-loss basis. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would also likely be required in the BO. Ratios for mitigation of valley elderberry longhorn beetle habitat will ultimately be determined through the ESA Section 10(a) consultation process with USFWS, but shall be a minimum of "no net loss."

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).

Implementation: Project applicant(s) of all project phases potentially containing elderberry shrubs.

Timing: Before the approval of any grading or improvement plans or any ground-disturbing activity within 100 feet of valley elderberry longhorn beetle habitat as applicable for all project phases, and on an ongoing basis as required by the habitat conservation plan and/or BO.

Enforcement:
1. U.S. Fish and Wildlife Service
2. City of Folsom Community Development Department.
3. For the U.S. 50 interchange improvements: Caltrans.

Mitigation Measure 3A.3-2~~a~~g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions. No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) ~~of all project phases~~ for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance

Mitigation

As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met.

The project applicant(s) ~~of all project phases~~ for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in *Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California* (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value.

The project applicant(s) ~~of all project phases~~ for any particular discretionary development application "potentially affecting vernal pool habitat" shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. The~~is~~ standard shall be accomplished by requiring the project applicant(s) ~~of all project phases shall~~ for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground-disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project).

A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

Implementation: Project applicant(s) of all project phases.

Timing: Before the approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.

Enforcement:
1. U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.
4. For the U.S. 50 interchange improvements: Caltrans.
4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.

Mitigation Measure 3A.3-2~~d~~h: Obtain Incidental Take Permit for Impacts on Valley Elderberry Longhorn Beetle and Implement All Permit Conditions. Before each phase of the project, the project applicant(s) shall have a qualified biologist identify any elderberry shrubs within 100 feet of the project footprint and conduct a survey for valley elderberry longhorn beetle exit holes in stems greater than 1 inch in diameter. If no project activity, including grading or use of herbicides, would occur within 100 feet of an elderberry shrub, then no further mitigation shall be required for valley elderberry longhorn beetle in those areas.

If project activities would occur within 100 feet of any elderberry shrubs, consultation with USFWS under Section 7 will be required. No project construction shall proceed in areas potentially containing valley elderberry longhorn beetle until a BO has been issued by USFWS, and the project applicant(s) of all project phases have abided by all pertinent conditions in the BO relating to the proposed construction, including conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in a conservation area.

Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented ~~on a no-net-loss basis~~consistent with the mitigation ratios described in the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999). The 1999 conservation guidelines mitigation ratios are based on whether the affected shrub is located in riparian or non riparian habitat, the size of stems affected, and the presence of beetle exit holes. Compensatory mitigation for elderberry shrubs that would be removed from their current locations would be developed in consultation with USFWS during the Section 7 consultation process. Compensatory mitigation may include planting replacement elderberry seedlings or cuttings and associated native plants within the open space areas of the SPA, planting replacement elderberry seedlings or cuttings and associated native plants at a suitable off-site location, purchasing credits at an approved mitigation bank, or a combination thereof. Relocated and replacement shrubs and associated native plantings shall be placed in conservation areas providing a minimum of 1,800 square feet per transplanted shrub. These conservation areas shall be preserved in perpetuity as habitat for valley elderberry longhorn beetle. The number of elderberry shrubs that would be affected by implementing the project is expected to be low because there are currently a total of less than 10 shrubs known to be present on the SPA. Ratios for mitigation of valley elderberry longhorn beetle habitat will ultimately be determined through the ESA Section 7 consultation process with USFWS, but shall be a minimum of "no net loss." USFWS uses stem count data, presence or absence of exit holes, and whether the affected elderberry shrubs are located in riparian habitat to determine the number of elderberry seedlings or cuttings and associated riparian vegetation that would need to be planted as compensatory mitigation for affected elderberry longhorn beetle habitat. The final VELB mitigation plan, including transplanting procedures, long-term protection, management of the mitigation areas, and monitoring procedures shall be consistent with the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999).

The population of valley elderberry longhorn beetles, the general condition of the conservation area, and the condition of the elderberry and associated native plantings in the conservation area must be monitored over a period of either ten consecutive years or for seven years over a 15-year period. A minimum survival rate of at least 60% of the elderberry plants and 60% of the associated native plants must be maintained throughout the monitoring period. Within one year of discovering that survival has dropped below 60%, the project applicant(s) shall replace failed plantings to bring survival above this level. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would be required in the BO.

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above. Implementation: Project applicant(s) of all project phases. Timing: Before the approval of any grading or improvement plans or any ground-disturbing activity within 100 feet of valley elderberry longhorn beetle habitat as applicable for all project phases, and on an ongoing basis as required by BO. Enforcement: 1. U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the U.S. 50 interchange improvements: Caltrans. **OFF-SITE** **NCP, PP, RIM, CD, RHD: Mitigation Measure:** Implement Mitigation Measures 3A.3-1a and 3A.3-1b, 3A.3-2a, 3A.3-2b, 3A.3-2c, 3A.3-2d, 3A.3-2e, and 3A.3-2f. ***Significance after Mitigation: significant and unavoidable***		
3A.3-3: Potential Loss or Degradation of Special-Status Plant Populations and Habitat. Project implementation could result in direct removal of special-status plants, if they are present, through loss of suitable habitat or degradation of suitable habitat due to site alteration.	Land	**NP:** LTS **NCP, PP, RIM, CD, RHD:** Direct & indirect potentially significant
NP: No mitigation measures required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation.** To mitigate for the potential loss or degradation of special-status plant species and habitat, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall adhere to the requirements described below. ► The project applicant(s) ~~of all proposed project phases~~ for any particular discretionary development application, including the proposed off-site elements, shall retain a qualified botanist to conduct protocol level preconstruction special-status plant surveys for all potentially occurring species. Preconstruction special-status plant surveys shall not be required for those portions of the SPA that have already been surveyed according to DFG and USFWS guidelines. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, DFG, the City of Folsom, Caltrans (for interchange improvements to U.S. 50), El Dorado County (for roadway connections in El Dorado County), and Sacramento County (for the off-site detention basin) and no further mitigation shall be required. ► If special-status plant populations are found, the project applicant(s) of affected ~~project phases~~ developments shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population		

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.

- If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to Caltrans (for interchange improvements to U.S. 50), El Dorado County (for impacts in roadway connections in El Dorado County), Sacramento County (for impacts in the off-site detention basin footprint), or the City of Folsom (for on-site impacts and all other off-site elements), for review and approval. It shall be submitted concurrently to DFG or USFWS, as appropriate depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off site.
- If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.
- If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation on long term viable populations.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).

Implementation: Project applicant(s) of all project phases and on- and off-site elements.

Timing: Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements.

Enforcement:
1. U.S. Fish and Wildlife Service, California Department of Fish and Game.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.
4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
5. For the U.S. 50 interchange improvements: Caltrans.

Significance after Mitigation: less than significant

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Impact	Land/Water/GPA	Significance
Mitigation		
3A.3-4: Loss of Sensitive Natural Communities (Not Already Covered under Other Impacts). Project implementation would result in loss of riparian habitat, and valley needlegrass grassland that may be present on the SPA and could be removed by project development. These are natural communities considered sensitive by state and local resource agencies and require consideration under CEQA.	Land	**NP:** LTS **NCP, PP, RIM, CD, RHD:** Direct & indirect significant (Valley Needlegrass: Direct potentially significant)
NP: No mitigation measures required. **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measures 3A.3-1a and 1b. **Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement.** The project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall obtain a Section 1602 streambed alteration agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for ~~all project phases~~ any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following: ► compensatory mitigation sites and criteria for selecting these mitigation sites; ► complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas; ► site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood; ► a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting); ► in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ► monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years); ► ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved;		

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

- corrective measures if performance standards are not met;
- responsible parties for monitoring and preparing reports; and
- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat.

Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans.

Implementation: Project applicant(s) of all project phases and the off-site Prairie City Road and Oak Avenue interchange improvements.

Timing: Before the approval of grading or improvement plans or any construction activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds.

Enforcement:
1. California Department of Fish and Game,
2. City of Folsom Community Development Department.
3. Caltrans for interchange improvements to U.S. 50.

Mitigation Measure 3A.3-4b: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation. The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.

If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for ~~all project phases~~ any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures ~~may~~ shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.

Implementation: Project applicant(s) ~~of all project phases~~ for any particular discretionary development application affecting valley needlegrassland.

Timing: Before approval of grading or improvement plans or any ground-disturbing activities, including grubbing or clearing, for any project phase.

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Mitigation		
Enforcement: 1. California Department of Fish and Game, 2. City of Folsom Community Development Department.		
Significance after Mitigation: less than significant		
3A.3-5: Loss of Blue Oak Woodland and Individual Oak Trees. Project implementation would result in the removal of 444 acres of blue oak woodland and thousands of individual oak trees meeting the criteria for protection under Folsom Municipal Code and the Sacramento County Tree Ordinance.	Land	**ON-SITE** **NP:** LTS **PP, RHD:** direct & indirect significant **RIM, CD, NF:** direct & indirect significant **OFF-SITE** **NCP, PP, RIM, CD, RHD:** Direct & indirect significant
ON-SITE **NP:** No mitigation measures required. **PP, RHD: Mitigation Measure 3A.3-5: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site.** The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below. ► Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres). ► Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: • Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat. • Preserve and passive open space zones throughout the SPA. • Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes). • Other practical locations within the SPA in or adjacent to open space. **Oak Woodlands Mitigation Planting Criteria** The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat: • A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of		

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Impact	Land/Water/GPA	Significance
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acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows:

- One established acorn equals one unit (acorns will be over planted to maximize potential germination).
- One oak seedling equals one unit.
- One #1 container oak tree equals two units.
- One #5 container oak tree equals three units.
- One #15 container oak tree equals four units.
- One 24-inch boxed oak tree equals six units.
- One transplanted oak tree equals four units per trunk diameter inch (dbh).
- Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings.

► Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.

► Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for on-site creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity.

► The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced~~. The mitigation planting site must~~ in sufficient numbers to achieve 80% survival rate for ~~of~~ planted trees by the end of the eight-year maintenance and monitoring period. ~~or d~~Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria.

Isolated Oak Tree Mitigation

The project applicant(s) of all on-site project phases containing oak woodland habitat or ~~individual~~ isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the underground sewer force main shall develop a map depicting the tree canopy

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of all oak ~~woodlands~~ trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. ~~If a tree survey containing this information has already been performed and documented for the construction area, a new tree survey shall not be necessary.~~ A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a ~~tree mitigation and preservation~~ plan. ~~The City's Tree Preservation Code requires compensatory mitigation involving one or more of the following elements for removal of protected trees~~, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on ~~individual~~ isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City:

- Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations:
  - 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.
  - 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted.
  - 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.
  - 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.
  - 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees.
  - 0 = Dead – the tree has no significant signs of life (dead or very close to being dead).

Isolated Oak Tree Mitigation Planting Criteria

- The determination for whether an ~~individual~~ isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows:
  - Trees rated 0 or 1 may be removed with no mitigation.
  - Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation.
  - Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation.

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- Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a ~~4 or~~ 3 to5 shall be retained~~. Trees of this size but having a rating of 2 or 3 shall not be removed or mitigated~~, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties.
- Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) ~~would need to be built that are~~ higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the ~~normal Folsom Municipal Code mitigation~~ cost of implementing the isolated oak tree mitigation planting criteria described here) would result.
- Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the ~~normal Folsom Municipal Code mitigation~~ cost of implementing the isolated oak tree mitigation planting criteria described here) would result.
- Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria:

Caliper of Tree Preserved	**Mitigation Tree Credit Equivalent**
1 inch or greater, but less than 2 inches	One #15 container tree or two #5 container trees
2 inches or greater, but less than 3 inches	Two #15 container trees
3 inches or greater, but less than 4 inches	Three #15 container trees
4 inches or greater, but less than 5 inches	Four #15 container trees

► Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed:

- half of a 24-inch box tree;
- one #15 container tree;
- two #5 container trees; or
- $150 in-lieu payment or other fee set by City Council Resolution.

► The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.

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- ~~payment of in-lieu mitigation fees on an inch-for-diameter-inch basis, as determined by the City Council based on the Tree Preservation Code, for purchase, planting, and maintenance of replacement trees and mitigation sites;~~
- ~~land dedication for tree planting at a ratio of 0.004 acre of land for every 1 inch of tree dbh removed with a minimum dedication of 5 acres of land unless the dedicated land is contiguous with an existing or planned open space area; or~~
- ~~tree planting at ratios based on the dbh of trees removed as specified in the City's Tree Preservation Code (City of Folsom 2009). (For example, the City's established tree replacement ratios require that eight 15-gallon native oak trees be planted for every protected tree removed measuring 6 to 10 inches dbh and that 15 15-gallon native oak trees be planted for every protected tree removed measuring 10 to 15 inches dbh);~~
- ~~preservation of existing, sustainable oak stands comparable in dbh sizes and species composition to the protected trees removed.~~

► To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas bust must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation.

► ~~The project applicant(s) of project phases affecting oak woodland habitat shall retain a qualified restoration ecologist to develop an oak woodland mitigation plan to compensate for the loss of blue oak woodland habitat on the SPA. The plan shall incorporate tree mitigation and preservation measures satisfactory to compensate for the loss of individual trees protected under City Municipal Code, as discussed above, and to replace the acreage and function and values of the blue oak woodland habitat that would be lost on the SPA. The oak woodland mitigation plan shall be developed in consultation with the Sacramento County Planning Department, City of Folsom, and DFG. The plan shall be consistent with the California Oaks Foundation Oak Woodland Mitigation Program (California Oaks Foundation Undated PDF), which is based on a template developed by Tuolumne County, and shall include one or more of the following options, as required by California Public Resources Code 21083.4:~~

- ~~Conservation easement and land dedication – protect existing blue oak woodland habitat having similar tree sizes and densities, species composition, site condition, and landscape context to the blue oak woodland to be removed. Oak woodland preservation shall be at an off-site location protected through a conservation easement or fee title dedication to a conservation group approved by DFG and Sacramento County and shall be at a ratio satisfactory to compensate for the loss of acreage and habitat function and value at the SPA.~~
- ~~In-lieu fee – contribution to the California Wildlife Conservation Board's Oak Woodlands Conservation Fund, or other mitigation fund established by the County, at a rate of 1 x acreage of affected oak woodland x current land value at time of impact.~~
- ~~Planting replacement trees – tree planting and maintenance at an off-site location to be preserved through conservation easement or fee title dedication may be used to mitigate up to 50% of the blue oak woodland impact.~~

► ~~Tree planting conducted by the project applicant(s) shall occur at a site within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in~~

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~~species composition and densities similar to those on the SPA prior to project development.~~

- ~~The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of seven years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced. The mitigation planting site must achieve 80% survival of planted trees by the end of the seven year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. A security bond sufficient to cover maintenance and monitoring costs for seven years shall be provided to the County Planning Department. The security bond will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria.~~

~~The project applicants' currently proposed mitigation for impacts on oak trees within the backbone infrastructure components of the SPA and the Oak Avenue/U.S. 50 Interchange is to preserve oak tree canopy area at a ratio of 1.5 to 1 (acres of tree canopy preserved to acres of tree canopy preserved within the proposed open space areas of the SPA).~~

Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom.

Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.

Implementation: Project applicant(s) of all project phases and off-site elements affecting blue oak woodland and protected trees.

Timing: Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.

Enforcement:
1. ~~California Department of Fish and Game,~~
2. City of Folsom Community Development Department.
3. ~~—~~Caltrans for interchange improvements to U.S. 50.

RIM, CD, NF: Implement Mitigation Measure 3.33A.3-5.

OFF-SITE

Mitigation Measure: Implement Mitigation Measure 3A.3-5.

Significance after Mitigation: significant and unavoidable

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3A.3-6: Potential Interference with Wildlife Movement. Project implementation could interfere with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. **ON-SITE** **NP:** No mitigation measures required. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** no direct or indirect, LTS **NCP, PP, RIM, CD, RHD:** no direct or indirect, LTS **OFF-SITE** **NCP, PP, RIM, CD, RHD:** Direct & LTS, no indirect significant
3A.3-7: Conflict with an Adopted Habitat Conservation Plan. Project implementation would not result in conflicts with the goals of an adopted Habitat Conservation Plan. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures required. ***Significance after Mitigation: less than significant***	Land	**NP, NCP, PP, RIM, CD, RHD:** no direct or indirect
3B.3 BIOLOGICAL RESOURCES- WATER		
3B.3-1 Loss and Degradation of Waters of the U.S., including Wetlands, and Waters of the State. Construction of the Off-site Water Facility Alternatives has the potential to result in substantial adverse effects to Federally and state-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to vernal pools and seasonal wetlands) through direct fill or excavation, hydrological interruption, or other indirect impacts. Wetlands, waters of the state, and other waters of the U.S. that would be affected by implementation of the Off-site Water Facility Alternatives include seeps, vernal pools, seasonal wetlands and seasonal wetland swales, drainage channels, ditches, and ponds.	Water	**NCP:** no direct & indirect PS **PA:** PS (Construction Effects w/in Zone 4), direct & indirect LTS (Operational Effects w/in Zones 1, 2, 3, & 4) **1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct & indirect PS
NCP: Implement Mitigation Measure 3B.3-1b and 3A.3-1a. **PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.3-1a: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State.** Before the approval of grading and improvement plans and before any groundbreaking activity associated with the Off-site Water Facilities requiring fill of wetlands or other waters of the U.S. or waters of the state, the City		

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shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Water Quality Control Act for the respective phase. For each respective Off-site Water Facility component, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats, including waters of the state, that potentially support Federally listed species. The City shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that phase. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.

As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the selected Off-site Water Facility Alternative on behalf of the City. Before any ground-disturbing activities that would adversely affect wetlands and before engaging in mitigation activities associated with each phase of development, the City shall submit the draft wetland MMP to USACE and the Central Valley RWQCB for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.

As part of the MMP, the City shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the project site because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced.

The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230). According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. This also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA 2008). It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site. Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard.

Compensatory mitigation for losses of stream and intermittent drainage channels shall be achieved through in-kind preservation, restoration, or enhancement, as specified in the Final Rule guidelines. The wetland MMP shall address how to mitigate impacts on all aquatic resource types and shall describe specific method(s) to be implemented to avoid and/or mitigate any Off-site Water Facility-related impacts. The wetland compensation section of the habitat MMP shall include all the contents identified in Mitigation Measure 3A.3-1A.

USACE has determined that the Off-site Water Facilities may require an individual permit. In its final stage and once approved by USACE, the MMP for the Off-site Water Facilities is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of

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the U.S., including jurisdictional wetlands. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA.

Water quality certification pursuant to Section 401 of the CWA will be required before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the City shall obtain water quality certification for the Off-site Water Facilities. Any measures required as part of the issuance of water quality certification shall be implemented.

Implementation: City of Folsom Utilities Department

Timing: Before the approval of grading or improvement plans or any ground-disturbing activities for all the Off-site Water Facilities containing wetland features or other waters of the U.S. The MMP must be approved before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.

Enforcement: 1. U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game.

Mitigation Measure 3B.3-1b: Maximum Use of Trenchless Technology for Conveyance Pipeline Design. Following the selection of a Off-site Water Facility Alternative, the City shall design and route the water conveyance pipeline to avoid waters of the U.S and State, including wetlands and vernal pools, to the maximize extent practical. Where avoidance is not practical, the City shall maximize the use of trenchless technologies (micro-tunneling or jack-and-bore), where feasible.

All trenchless construction crossings will include the preparation of a Frac-Out (or inadvertent return of drilling lubricants) Contingency Plan for tunneling activities that use drilling lubricants (e.g., construction of pipelines using jack-and-bore methods). The purpose of the plan will be to minimize the potential for a frac-out associated with tunneling activities, provide for the timely detection of frac-outs, and ensure an organized, timely, and "minimum-impact" response in the event of a frac-out and release of drilling lubricant (i.e., bentonite). Preparation and implementation of a Frac-Out Contingency Plan will be reflected in contract documents.

Implementation: City of Folsom Utilities Department

Timing: Prior to and during construction of all Off-Site Water Facilities

Enforcement: 1. U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, California Department of Fish and Game.

Mitigation Measure 3B.3-1c: Restore All Waters Impacted by Trenching and Temporary Construction Staging Areas to Pre-Project Contours and Conditions. For all water line crossings of waters of the U.S. or State in which the use of trenchless technologies are not feasible, the City shall ensure that all waters impacted by trenching activities are restored to pre-project contours and conditions. In addition, within 30 days following project construction, the City shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to pre-project contours and conditions.

At minimum, the City shall ensure that the following measures are implemented during construction:

- Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible;
- If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway;

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance

Mitigation

- Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone;
- Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands;
- Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas;
- Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions.

Before the approval of grading and improvement plans and before any groundbreaking activity associated with the Off-site Water Facilities requiring fill of wetlands or other waters of the U.S. or waters of the state, the City shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the USACE and Central Valley RWQCB for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.

At minimum, the MMP shall provide the following information:

- A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water.
- Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls).
- The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the water line.
- Proposed schedule for restoration activities

Implementation: City of Folsom Utilities Department

Timing: Before the approval of grading or improvement plans or any ground-disturbing activities for all the Off-site Water Facilities containing wetland features or other waters of the U.S.

Enforcement:
1. U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, California Department of Fish and Game.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Mitigation Measure: Implement Mitigation Measure 3A.3-1a.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Implementation: City of Folsom Utilities Department Timing: Prior to and during construction of all Off-Site Water Facilities Enforcement: 1. U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.		
Significance after Mitigation: less than significant		
3B.3-2: Loss and Degradation of Habitat for Special-Status Wildlife Species and Potential Direct Take of Individuals. The Off-site Water Facility Alternatives have the potential to result in a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status by DFG, NMFS, and USFWS. Impacts could include loss and degradation of habitat for several special-status wildlife species or take of listed species, including vernal pool invertebrates, valley elderberry longhorn beetle, and Swainson's hawk.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** direct & indirect PS (*Western Spadefoot Toad & Northwestern Pond Turtle, Swainson's Hawk and Other Raptors, Special-status Bats*), significant direct & indirect (*Vernal Pool Fairy Shrimp & Vernal Pool Tadpole, Valley Elderberry Longhorn Beetle*), direct & indirect LTS (O*ther Special-status Species, Operational Effects*)
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A: Mitigation Measure 3B.3-2: Conduct Preconstruction Survey for Western Spadefoot Toad and Northwestern Pond Turtle and if Found, Implement Avoidance and Compensation Measures. Prior to construction, a qualified biologist retained by the City shall conduct protocol-level surveys for the western spadefoot toad and northwestern pond turtle to determine if these species are currently using water features crossed by the selected alignment. If either of these species is detected, then the City shall consult with the DFG (and USFWS if appropriate) to develop additional minimization measures prior to project construction (if necessary). These additional measures may include timing restrictions for groundwater dewatering activities, construction monitoring, and long-term monitoring. If temporary fencing is used, it shall take the form of silt fencing and temporary plastic construction fencing placed no closer than 25 feet from the edge of the protected habitat. Protective fencing around vernal pools identified as potential habitat for special-status species shall be constructed in a way that allows western spadefoot toad to access these wetlands. Impacted western spadefoot toad habitat shall be mitigated and compensated in accordance with USFWS and DFG requirements. Implementation: City of Folsom Utilities Department Timing: Prior to and during construction of all Off-site Water Facilities Enforcement: 1. U.S. Fish and Wildlife Service, California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development		

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Mitigation		

Department.

3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Mitigation Measure: Implement Mitigation Measures 3B.3-1a, 3B.3-1b, 3A.3-1b, 3A.3-2a, 3A.3-2b, 3A.3-2c, 3A.3-2d, 3A.3-2e, 3A.3-2f, 3A.3-2g, and 3A.3-2h.

Implementation: City of Folsom Utilities Department

Timing: Prior to and during construction of all Off-site Water Facilities

Enforcement:
1. U.S. Fish and Wildlife Service, California Department of Fish and Game.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

3B.3-3: Potential Loss or Degradation of Special-Status Plant Populations and Habitat. Implementation of the Off-site Water Facility Alternatives could result in direct removal of special-status plants, if they are present, through loss of suitable habitat or degradation of suitable habitat due to site alteration.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** direct & indirect PS

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A: Implement Mitigation Measure 3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation.

Implementation: City of Folsom Utilities Department

Timing: Prior to and during construction of all Off-site Water Facilities

Enforcement:
1. U.S. Fish and Wildlife Service and California Department of Fish and Game.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

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Mitigation		
3B.3-4: Loss of Sensitive Natural Communities (Not Already Covered under Other Impacts). Construction and operation of the Off-site Water Facility Alternatives has the potential to have a substantial adverse effect on local riparian and woodland habitats. These are natural communities considered sensitive by state and local resource agencies and require consideration under CEQA.	Water	**NCP, PA, 1, 1A, 2, 2A, 3, 3A, 4, & 4A:** direct & indirect PS (construction), **NCP, PA, 1, 1A, 2, 2A, 3, 3A, 4, & 4A:** direct & indirect LTS (sensitive communities from long-term operation of the Off-site Water Facilities) **2B:** direct & indirect LTS
NCP, PA, 1, 1A, 2, 2A, 3, 3A, 4, & 4A: Implement Mitigation Measures 3B.3-1a, 3B.3-1b, 3A.3-1b, and 3A.3-4a. Implementation: City of Folsom Utilities Department Timing: Prior to and during construction of all Off-site Water Facilities Enforcement: 1. California Department of Fish and Game and Regional Water Quality Control Board. **2B:** No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3B.3-5: Loss of Individual Oak Trees. Implementation of the Off-site Water Facility Alternatives could result in the removal of oak woodland and individual oak trees meeting the criteria for protection under Folsom Municipal Code and the Sacramento County Tree Ordinance.	Water	**NCP, PA, 1, 1A, 2, 2A, 3, 3A, 4, & 4A:** direct & indirect PS **2B:** direct & indirect LTS
NCP, PA, 1, 1A, 2, 2A, 3, 3A, 4, & 4A: Implement Mitigation Measure 3A.3-5: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On-site. Implementation: City of Folsom Utilities Department Timing: Prior to and during construction of all Off-site Water Facilities Enforcement: 1. U.S. Fish and Wildlife Service, California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. **2B:** No mitigation measures are required. ***Significance after Mitigation: less than significant***		

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Impact	Land/Water/GPA	Significance
Mitigation		
3B.5-6: Potential Interference with Wildlife or Fisheries Movement. Construction and operation of the Off-site Water Facility Alternatives has the potential to interfere substantially with the movement of native resident or migratory fish or within established native resident or migratory wildlife corridors. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** direct & indirect LTS
3B.5-7: Potential Conflict with Habitat Conservation Plans. Construction of the Off-site Water Facilities has the potential to conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** no impacts
3A.4 CLIMATE CHANGE – LAND		
3A.4-1: Generation of Temporary, Short-Term Construction-Related GHG Emissions. Project-related construction activities associated with development of the project and off-site elements would result in increased generation of GHG emissions. These emissions would be temporary and short-term and would decline over time as new regulations are developed that address medium- and heavy-duty on-road vehicles and off-road equipment under the mandate of AB 32.	Land	**ON- & OFF-SITE** **NP:** LTS **ON-SITE** **NCP, PP, RIM, CD, RHD:** significant cumulative **OFF-SITE** **NCP, PP, RIM, CD, RHD:** LTS (*Detention Basin and Sewer Force Main Connection*) Significant cumulative (*Prairie City Road Interchange, Rowberry Drive Overcrossing, Oak Avenue Interchange, and Roadway Extensions*)
ON-SITE **NP:** No mitigation measures required. **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measures 3A.2-1a and 3A.2-1b. **Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions.** To further reduce construction-generated GHG emissions, the project applicant(s) ~~of all project phases~~ any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other		

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Mitigation		

measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development ~~phase~~entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development ~~phase~~ application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development ~~phase~~project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.

SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:

- Improve fuel efficiency from construction equipment:
  - reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
  - perform equipment maintenance (inspections, detect failures early, corrections);
  - train equipment operators in proper use of equipment;
  - use the proper size of equipment for the job; and
  - use equipment with new technologies (repowered engines, electric drive trains).
- Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
- Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO_X] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).
- Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).
- Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.
- Produce concrete on-site if determined to be less emissive than transporting ready mix.
- Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is

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Mitigation		
available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ► Develop a ~~SMAQMD-approved~~ plan <u>in consultation with SMAQMD</u> to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB. Implementation: Project applicant(s) during all <u>discretionary development</u> project ~~phases~~ and on-site and off-site elements. Timing: Before approval of <u>small-lot</u> final maps and building permits for all <u>discretionary development</u> project ~~phases~~, including all on- and off-site elements and implementation throughout project construction. Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For all on- and off-site project-related activities within the City of Folsom and Sacramento County. 3. For the two roadway extensions into El Dorado Hills: El Dorado County Development Services Department. **OFF-SITE** **Mitigation Measure:** No mitigation measures are required. (*Detention Basin and Sewer Force Main Connection*) **Mitigation Measure:** Implement Mitigation Measures 3A.2-1a, 3A.2-1b, and 3A.4-1. (*Prairie City Road Interchange, Rowberry Drive Overcrossing, Oak Avenue Interchange, and Roadway Extensions*) ***Significance after Mitigation: significant and unavoidable***		
3A.4-2: Generation of Long-Term Operational GHG Emissions. Operation of the project over the long term would result in increased generation of GHGs, which would contribute considerably to cumulative GHG emissions. **ON-SITE** **NP:** No mitigation measures required. **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measure 3A.2-2. **Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.** ~~For e~~<u>E</u>ach increment of new development within the ~~SPA~~ <u>project site</u> requiring a discretionary approval (e.g., <u>proposed</u> tentative subdivision map, conditional use permit~~, improvement plan~~), ~~the City~~ shall ~~impose mitigation measures that reduce GHG emissions to the extent feasible and to the extent appropriate with respect to the state's progress at the time toward meeting~~	Land	**ON-SITE** **NP:** LTS **ON-SITE** **NCP, PP, RIM, CD, RHD:** significant cumulative **OFF-SITE** **NCP, PP, RIM, CD, RHD:** LTS

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Mitigation		

~~GHG emissions reductions~~ shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated negative declaration or project-specific EIR) and will require that GHG emissions from ~~construction and~~ operation of each phase of development, including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by ~~30% from business as usual 2006 emissions and as required by the California Global Warming Solutions Act of 2006 (AB 32)~~ an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO_2e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO2e/SP/year for development that would become operational on or before the year 2030.

The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures including those developed under AB 32).

~~The City shall require feasible reduction measures that, in combination with existing and future regulatory measures developed under AB 32, will reduce GHG emissions associated with the operation of future project development phases and supporting roadway and infrastructure improvements that are part of the selected action alternative by an amount sufficient to achieve the 2020-based goal of 4.36 CO_2e/SP/year for development that would become operational on or before the year 2020 and the 2020-based goal of 3.68 CO_2e/SP/year for development that would become operational on or before the year 2030, if it is feasible to do so. The feasibility of potential GHG reduction measures shall be evaluated by the City at the time each phase of development is proposed in order to allow for ongoing innovations in GHG reduction technologies, as well as incentives created in the regulatory environment.~~

For each increment of new discretionary development, the City shall submit to the project applicant(s) a list of potentially feasible GHG reduction measures to be considered in the development design. The City's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, which will ~~continuously~~ evolve under the mandate of AB 32 and ~~the resulting CO_2e/SP/year metric~~ Executive Order S-3-05. ~~The project applicant(s) shall then submit to the City a mitigation report that contains an analysis demonstrating which GHG reduction measures are feasible the associated reduction in GHG emissions, and the resulting CO_2e/SP/year metric. The report shall also demonstrate why measures not selected are considered infeasible.~~ If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City ~~must willshall~~ review and ~~approve the mitigation report for the project~~ ensure inclusion of the design features in the proposed project before applicant(s) ~~to~~ can receive the City's discretionary approval for the ~~applicable~~ any increment of development. In determining what measures should appropriately be imposed by ~~a local government~~ the City under the circumstances, the City shall consider the following factors:

- the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the SPA are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;
- the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;
- the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the SPA, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by

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Mitigation		

the federal and state governments that reduce GHG emissions from power generation;

- ~~the extent to which replacement of CCR Title 24 with the California Green Building Standards Code or other similar requirements will result in new buildings being more energy efficient and consequently more GHG efficient;~~
- the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;
- the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions;
- the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and
- whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs.

In considering how much, and what kind of, mitigation is necessary in light of these factors, the City shall consider the following list of options, though the list is not intended to be exhaustive, as GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, CEQA & Climate Change (CAPCOA 2009a); CAPCOA's Model Policies for Greenhouse Gases in General Plans (CAPCOA 2009b); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2008).

Energy Efficiency

- Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).
- Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).
- Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.
- Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.
- Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes.

Water Conservation and Efficiency

- With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces.
- Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.

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Mitigation

- Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.
- Provide education about water conservation and available programs and incentives.
- To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste at all buildings.
- Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.
- Provide education and publicity about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing).
- Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.

Implementation: The project applicant(s) ~~of all project phases~~for any particular discretionary development.

Timing: Before approval of final maps and building permits for all project phases, including all on- and off-site elements.

Enforcement: City of Folsom Community Development Department.

~~**Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.** Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review and will require that GHG emissions from construction and operation of each phase of development be reduced by 30% from business-as-usual 2006 emissions and as required by the California Global Warming Solutions Act of 2006 (AB 32).~~

~~The City shall require feasible reduction measures that, in combination with existing and future regulatory measures developed under AB 32, will reduce GHG emissions associated with the operation of future project development phases and supporting roadway and infrastructure improvements that are part of the selected~~

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

~~action alternative by an amount sufficient to achieve the 2020-based goal of 4.36 CO2e/SP/year for development that would become operational on or before the year 2020 and the 2020-based goal of 3.68 CO2e/SP/year for development that would become operational on or before the year 2030, if it is feasible to do so. The feasibility of potential GHG reduction measures shall be evaluated by the City at the time each phase of development is proposed in order to allow for ongoing innovations in GHG reduction technologies, as well as incentives created in the regulatory environment.~~

~~For each increment of new development, the project applicant(s) shall submit to the City a list of feasible energy efficient design standards to be considered in the project-specific environmental review. These energy conservation measures which will be incorporated into the design, construction, and operational aspects of each increment of development, would result in a reduction in overall project energy consumption and GHGs. The project-specific environmental review shall further identify potentially feasible GHG reduction measures to reflect the current state of the regulatory environment, and which will continuously evolve under the mandate of AB 32 and the resulting CO2e/SP/year metric. The City will review and ensure inclusion of the design features in the proposed project before the applicant(s) can receive the City's discretionary approval for the applicable increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors:~~

- ~~the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the project site are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;~~
- ~~the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;~~
- ~~the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the project site, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation;~~
- ~~the extent to which replacement of CCR Title 24 with the California Green Building Standards Code or other similar requirements will result in new buildings being more energy efficient and consequently more GHG efficient;~~
- ~~the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;~~
- ~~the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and~~
- ~~whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs.~~

~~In considering how much, and what kind of, measures are necessary in light of these factors, the City shall consider and implement as appropriate, the following non-exclusive and non-exhaustive list of measures. GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, *CEQA & Climate Change* (CAPCOA 2009a); CAPCOA's *Model Policies for Greenhouse Gases in General Plans*~~

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

~~(CAPCOA 2009b); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2008).~~

~~**Energy Efficiency**~~

- ~~Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).~~
- ~~Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).~~
- ~~Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.~~
- ~~Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.~~
- ~~Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes.~~

~~**Water Conservation and Efficiency**~~

- ~~With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces.~~
- ~~Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.~~
- ~~Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.~~
- ~~Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.~~
- ~~Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.~~
- ~~Provide education about water conservation and available programs and incentives.~~
- ~~To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.~~
- ~~Comply with any applicable water conservation ordinances.~~

~~**Solid Waste Measures**~~

- ~~Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).~~
- ~~Provide interior and exterior storage areas for recyclables and green waste at all buildings.~~
- ~~Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.~~
- ~~Provide education and publicity about reducing waste and available recycling services.~~

~~**Transportation and Motor Vehicles**~~

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Mitigation

- ~~Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing).~~
- ~~Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).~~
- ~~At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.~~

~~Implementation: The project applicant(s) of all project phases.~~

~~Timing: Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.~~

~~Enforcement: City of Folsom Community Development Department.~~

Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees. The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) ~~in which~~ to ensure that wood with an equivalent carbon sequestration value to that of all ~~from any~~ harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.

Implementation: The project applicant(s) ~~of all project phases~~ for any particular discretionary development application.

Timing: Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.

Enforcement: The City of Folsom Community Development Department.

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Mitigation		
OFF-SITE **Mitigation Measure:** No mitigation measures are required. ***Significance after Mitigation: cumulatively considerable and significant and unavoidable***		
3B.4 CLIMATE CHANGE – WATER		
3B.4-1: Generation of Short- and Long-term Increases in Greenhouse Gases. Construction and operation of the Off-site Water Facility Alternatives would result in a net increase in greenhouse gas emissions, which would contribute considerably to cumulative GHG emissions.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** direct & indirect PS
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A: Mitigation Measure 3B.4-1a: Implement GHG Reduction Measures during Construction. The bid specifications for construction of the Off-site Water Facilities shall require that bidders demonstrate how they will comply with each of the following measures during all construction and demolition activities: 1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the SMAQMD. 2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 5 minutes or for such other more restrictive time as may be required in law or regulation. 3) On-site construction vehicles and equipment will use ARB-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required. 4) A City-approved Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) will be in place for the Off-site Water Facilities that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure. Implementation: City of Folsom Utilities Department Timing: Prior to the approval of grading plans and building permits for all off-site water facilities. Enforcement: 1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and		

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Mitigation		

SMAQMD.

Mitigation Measure 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. Prior to operation, the City shall have in place a Off-site Water Facilities Climate Action Plan and Greenhouse Reduction Strategy (Plan) that has been adopted by the City following an opportunity for review and recommendation by the SMAQMD. At a minimum, the Plan shall include:

- Designation of Person Responsible for Implementation. The Plan shall designate the name and contact information of the person(s) responsible for ensuring continuous and on-going implementation of the Plan.
- GHG Inventory and Reduction Target. The City shall prepare a complete GHG Inventory for the Offsite Water Facilities components within one year following occupancy and a GHG reduction target based on State guidance.
- Off-site Water Facilities Design Features. The Off-site Water Facilities shall include design features to reduce operational GHG emissions, as well as an estimate of the reduction in GHG emissions that is expected to result from each facility. Initial measures that may be considered include, but are not limited to:
  - design all conditioned occupancies with "cool roofs" using products certified by the Cool Roof Rating Council, and other exposed roof surfaces coated with “cool paints”;
  - design all conditioned occupancies to take advantage of shade through the planting of deciduous canopy-type trees and/or prevailing winds to reduce energy use;
  - make maximum use of EnergyStar-qualified energy efficient appliances, heating and cooling systems, office equipment and lighting products;
  - install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy that has been generated by renewable sources to meet a portion of the electricity needs of the Offsite Water Facilities; and
  - in an effort to reduce GHG emissions from transportation sources, the bid specifications for the Offsite Water Facilities should require that bidders demonstrate that they have given preference to local sources of building materials or offer evidence to support why such local sources have not been used.

Implementation: City of Folsom Utilities Department

Timing: Prior to the approval of grading plans and building permits for all off-site water facilities.

Enforcement:
1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department and SMAQMD.
2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD.
3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.

Significance after Mitigation: significant and unavoidable

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Mitigation		
3B.4-2: Effects of Climate Change on the Off-site Water Supply Facilities. Global climate change could result in effects on water quality or water supplies proposed as part of the Off-site Water Facility Alternatives. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, 4A:** No mitigation measures are required. ***Significance after Mitigation: Less then Significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** Direct LTS, no indirect
3A.5 CULTURAL RESOURCES – LAND		
3A.5-1: Possible Destruction of or Damage to Known Prehistoric and Historic-Era Cultural Resources from Ground-Disturbance or Other Construction-Related Activities. Construction activities during project implementation could result in the destruction of or damage to known prehistoric and historic-era cultural resources that are potentially eligible for or listed on the CRHR or NRHP. **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.5-1a: ~~Prepare, Execute, and Implement a~~Comply with the Programmatic Agreement.** The PA for the proposed project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the NHPA. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816. ~~For all action alternatives that require Federal permitting and authorization, USACE shall satisfy the requirements of Section 106 of the NHPA. A PA shall be prepared that requires the following measures:~~ ~~► For each development phase of the specific plan and associated Federal permits and authorizations, USACE, as the Federal Section 106 lead (or USACE designee) shall prepare an APE map and shall consult with the SHPO on the APE, as described above.~~ ~~► Once SHPO, USACE, and other consulting parties agree on the project-specific APE, USACE or permit applicant (or designee, as directed by USACE) shall perform an inventory for cultural resources in the phase-specific APE consistent with the Secretary of the Interior's Standards and Guidelines for Identification (48 Federal Register [FR] 44720-23) and submit this inventory to the SHPO and any other relevant consulting parties for review as required under the PA. The same document shall evaluate identified resources for listing on the NRHP per the criteria provided above and the Secretary of the Interior's Standards and Guidelines for Evaluation (48 FR 44723-26).~~ ~~► Once the inventory is complete, USACE (or designee, as directed by USACE) shall prepare a Finding of Effect (FOE) to assess the effect of the buildout of the individual development phase upon identified historic properties by applying the Criteria of Adverse Effect pursuant to 36 CFR 800.5(a) (1). If the FOE identifies adverse effects, the project applicant or USACE, or designee) shall prepare treatment measures and protocols to minimize these impacts to the extent possible. These treatment measures shall be appended to the PA in a treatment plan prepared for the specific project development phase. Treatment measures may include, but are not limited to, avoidance and preservation in places where possible. Where avoidance is not possible or feasible, treatment shall consist of either: 1) recovery of a suitable sample of material from archaeological sites that have the potential to contribute to research, or 2) documentation of historic resources to capture their significance and relationship to important historical themes. Documentation of historical resources shall be performed according to	Land	**NP:** direct PS, no indirect **NCP, PP, CD, RHD:** direct significant, no indirect **RIM:** direct PS, no indirect

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Mitigation		

~~the Historic American Building Survey or Historic American Engineering Record (HABS/HAER) specifications or an equivalent standard when existing architecture or engineered features are subject to adverse effects. Where appropriate, treatment plans may specify the preparation and circulation of interpretive brochures, narrative descriptions, and photographic documentation for the general public.~~

- ~~A geoarchaeological overview of the specific plan area may be stipulated and implemented in the PA, as determined by USACE, in order to assess the likelihood for buried cultural deposits. Focused geoarchaeological studies may be subsequently required for portions of the specific plan area and vicinity of off-site elements that are considered highly sensitive to determine if additional inventory or monitoring should be performed during construction as determined by USACE.~~
- ~~Resources that may be discovered inadvertently during construction will be handled pursuant to 36 CFR Part 800.13(b) (*Discoveries without prior planning*).~~

~~Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) in coordination with USACE and SHPO to ensure that mitigation is consistent with the PA.~~

Implementation: USACE (or designee) and the project applicant(s) of all project phases (as directed by USACE)

Timing: The PA shall be prepared and executed (signed) prior to issuance of any Federal permit or authorization for any aspect or component of the specific plan project. ~~Preparation of the phase-specific APE and inventory and evaluation of properties within the APE shall be performed prior to any ground-disturbing work in the APE for any Federal permitting or authorization of individual development phases. Implementation of treatment measures for identified historic properties may be performed during construction and ground-disturbing work provided that no ground-disturbing work is performed in the vicinity of resources subject to adverse effects and within an appropriate radius of the resource as determined by USACE, prior to completion of all treatment measures. The exact radius in which construction shall not occur shall be determined based upon the nature of the resource the potential for outlying undiscovered elements of that resource.~~

Enforcement: USACE and the project applicant(s) of all project phases (as directed by USACE), with oversight by the SHPO.

Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:

- Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist, and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. The identification of sensitive locations subject to monitoring during construction of each individual development

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Mitigation		

phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.

- For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) ~~of all project phases~~ for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development ~~phase~~ would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.
- Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.
- Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.
- To support the evaluation and treatment required under this mitigation measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.
- These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

Implementation: The applicable oversight agency and the project applicant(s) (at the agency's direction) of all project phases

Timing: Before issuance of building permits and ground-disturbing activities.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.
3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
4. For the U.S. 50 interchange improvements: Caltrans.

RIM: Implement Mitigation Measures 3.53A.5-1a and 3.53A.5-1b.

Significance after Mitigation: potentially significant and unavoidable

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Mitigation		

3A.5-2: Possible Destruction of or Damage to Previously Undiscovered Cultural Resources from Ground-Disturbance or Other Construction-Related Activities. Construction activities during project implementation could result in the destruction of or damage to "significant" (under CEQA) undiscovered cultural resources.

Land

NP, NCP, PP, RIM, CD, RHD: direct PS, no indirect

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:

- Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered.
- As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.
- Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

Implementation: Project applicant(s) of all project phases.

Timing: Before and during ground-disturbing activities.

Enforcement:
1. For actions taken to satisfy the requirements of Section 106: the SHPO and USACE.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department.
4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
5. For the U.S. 50 interchange improvements: Caltrans.

Significance after Mitigation: potentially significant and unavoidable

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.5-3: Possible Destruction of or Damage to Interred Human Remains during Construction. Ground-disturbing activities could inadvertently disinter and/or destroy buried human skeletal remains.	Land	**NP, NCP, PP, RIM, CD, RHD:** direct & potentially significant, no indirect
NP, NCP, PP, RIM, CD, RHD: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the applicable county coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code. Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have at least 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements: ► record the site with the NAHC or the appropriate Information Center, ► use an open-space or conservation zoning designation or easement, or ► record a document with the county in which the property is located. The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). Implementation: Project applicant(s) of all project phases.		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Timing: Upon the discovery of suspected human remains. Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. ***Significance after Mitigation: less than significant***		
3B.5 CULTURAL RESOURCES – WATER		
3B.5-1: Possible Destruction of or Damage to Known Prehistoric and Historic-Era Cultural Resources from Ground-Disturbance or Other Construction-Related Activities. Construction activities associated with the Off-site Water Facility Alternatives could result in the destruction of or damage to known prehistoric and historic-era cultural resources that are potentially eligible for or listed on the CRHR or NRHP.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** potentially significant & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measure 3A.5-1a: Prepare, Execute, and Implement a Programmatic Agreement. Implement Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. Implementation: City of Folsom Utilities Department Timing: Prior to completion of final design and start of construction Enforcement: 1. For actions taken to satisfy the requirements of Section 106: the SHPO and USACE. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For off-site improvements within unincorporated Sacramento County and the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. ***Significance after Mitigation: less than significant***		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.5-2: Possible Destruction of or Damage to Previously Undiscovered Cultural Resources from Ground-Disturbance or Other Construction-Related Activities. Construction activities during project implementation could result in the destruction of or damage to "significant" (under CEQA) undiscovered cultural resources.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** direct PS & no indirect
PA., 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. Implementation: City of Folsom Utilities Department Timing: Prior to completion of final design and start of construction Enforcement: 1. For actions taken to satisfy the requirements of Section 106: the SHPO and USACE. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For off-site improvements within unincorporated Sacramento County and the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. ***Significance after Mitigation: less than significant***		
3B.5-3: Possible Destruction of or Damage to Interred Human Remains during Construction. Ground-disturbing activities could inadvertently disinter and/or destroy buried human skeletal remains	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** direct significant & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. Implementation: City of Folsom Utilities Department Timing: Before issuance of building permits and ground-disturbing activities. Enforcement: 1. For actions taken to satisfy the requirements of Section 106: the SHPO and USACE. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For off-site improvements within unincorporated Sacramento County and the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. ***Significance after Mitigation: less than significant***		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.6 ENVIRONMENTAL JUSTICE – LAND		
3A.6-1: Potential Effects on Minority Populations. Project implementation would not create a disproportionate placement of adverse environmental impacts on minority communities. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect
3A.6-2: Potential Effects on Low-Income Populations. Project implementation would not create a disproportionate placement of adverse environmental impacts on low-income populations. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect
3B.6 ENVIRONMENTAL JUSTICE – WATER		
3B.6-1: Potential Effects on Minority Populations. Implementation of the Off-site Water Facility Alternatives would not create a disproportionate placement of adverse environmental impacts on minority communities. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect (*operation*)
3B.6-2: Potential Effects on Low-Income Populations. Project implementation would not create a disproportionate placement of adverse environmental impacts on low-income populations. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2B:** no direct or indirect **2, 2A, 3, 3A, 4, and 4A:** direct LTS & no indirect

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.7 GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES - LAND		
3A.7-1: Possible Risks to People and Structures Caused by Strong Seismic Ground Shaking. The SPA is located in an area of generally low seismic activity; however, structures in the SPA could be subject to seismic ground shaking from an earthquake along active faults in Lake Tahoe.	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct, PS, No indirect
ON- & OFF-SITE **NP:** No mitigation measures are required.		
ON- & OFF-SITE **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.** Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following: ► site preparation; ► soil bearing capacity; ► appropriate sources and types of fill; ► potential need for soil amendments; ► road, pavement, and parking areas; ► structural foundations, including retaining-wall design; ► grading practices; ► soil corrosion of concrete and steel; ► erosion/winterization; ► seismic ground shaking; ► liquefaction; and ► expansive/unstable soils. In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Mitigation Measure 3A.7-1b: Monitor Earthwork during Earthmoving Activities. All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). Implementation: Project applicant(s) of all project phases. Timing: Before issuance of building permits and ground-disturbing activities. Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department. 3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. ***Significance after Mitigation: less than significant***		
3A.7-2: Seismically-Induced Risks to People and Structures Caused by Liquefaction. Construction activities would not occur in areas subject to liquefaction. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct LTS, no indirect
3A.7-3: Construction-Related Erosion. Construction activities during project implementation would involve grading and movement of earth in soils subject to wind and water erosion hazard and on steep slopes. **ON- & OFF-SITE** **NP:** No mitigation measures are required. **ON- & OFF-SITE** **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan.** Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases. For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct, PS, no indirect

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.

For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.

The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).

Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.

Implementation: Project applicant(s) of all project phases.

Timing: Before the start of construction activities.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department.
3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.

Significance after Mitigation: less than significant

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.7-4: Potential Geologic Hazards Related to Construction in Bedrock and Rock Outcrops, and Unstable Soils. Development in the eastern portion of the SPA would occur in steep slopes underlain by bedrock at shallow depths and rock outcrops that could result in geologic hazards during construction.	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct PS, no indirect
ON- & OFF-SITE **NP:** No mitigation measures are required.		
ON- & OFF-SITE **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measure 3A.7-1a.		
Mitigation Measure 3A.7-4~~a~~: Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-site Elements East of Old Placerville Road. Before the start of all construction activities east of Old Placerville Road, the project applicant(s) ~~of all project phases~~ for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). Implementation: Project applicant(s) of all project phases for on-site and off-site elements east of Old Placerville Road. Timing: Before or during earthmoving activities. Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department. ***Significance after Mitigation: less than significant***		
3A.7-5: Potential Geologic Hazards Related to Seasonal Subsurface Water Flows from Surface Infiltration. SPA excavation is not expected to encounter groundwater, but seasonal subsurface flows due to surface infiltration, as well as surface infiltration from shallow wells, could adversely affect some of the building foundations at the SPA.	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** PS
ON- & OFF-SITE **NP:** No mitigation measures are required.		
ON- & OFF-SITE **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations.** The project applicant(s) of all		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations. Implementation: Project applicant(s) of all project phases. Timing: Before and during earthmoving activities. Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Public Works Department. ***Significance after Mitigation: less than significant***		
3A.7-6: Potential Damage to Structures and Infrastructure from Construction in Expansive Soils. Portions of the SPA are underlain by soils that have a moderate to high potential for expansion when wet and may result damage to structures. **ON- & OFF-SITE** **NP:** No mitigation measures are required. **ON- & OFF-SITE** **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measures 3A.7-1a and 3A.7-1b. ***Significance after Mitigation: less than significant***	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct PS, no indirect
3A.7-7: Suitability of Soils for Use with Septic Systems. The SPA is underlain by soils that are unsuitable for use with conventional septic systems. **ON- & OFF-SITE** **NP:** No mitigation measures are required. **ON- & OFF-SITE** **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON- & OFF-SITE** **NP:** direct significant, indirect PS **ON- & OFF-SITE** **NCP, PP, RIM, CD, RHD:** no direct or indirect

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.7-8: Possible Loss of Mineral Resources–Construction Aggregate. The SPA is located within the Sacramento-Fairfield Production-Consumption Region designated by CDMG and contains dredge tailings that could provide a source of construction aggregate. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON- & OFF-SITE** **NP:** no direct or indirect **ON-SITE** **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** No direct or indirect
3A.7-9: Possible Loss of Mineral Resources–Kaolin Clay. The SPA is located within the Sacramento-Fairfield Production-Consumption Region designated by CDMG and may contain a deposit of kaolin clay. **ON-SITE** **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.7-9: Conduct Soil Sampling in Areas of the SPA Designated as MRZ-3 for Kaolin Clay and if Found, Delineate its Location and Notify Lead Agency and the California Division of Mines and Geology.** The project applicant(s) of all applicable project phases shall retain a licensed geotechnical or soils engineer to analyze soil core samples that shall be extracted from that portion of the SPA zoned MRZ-3 for kaolin clay, as shown on Exhibit 3A.7-3. In the event that kaolin clay is discovered, the City of Folsom, Sacramento County, and CDMG shall be notified. In addition, the approximate horizontal and vertical extent of available kaolin clay shall be delineated by the geotechnical or soils engineer. Implementation: Project applicant(s) of all project phases in the Ione Formation. Timing: Before issuance of building permits for development within the Ione Formation as shown in Exhibit 3A.7-1. Enforcement: City of Folsom Community Development Department, Sacramento County Planning and Community Development Department, California Division of Mines and Geology. **OFF-SITE** **Mitigation Measure:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON- & OFF-SITE** **NP:** no direct or indirect **ON-SITE** **NCP, PP, RIM, CD, RHD:** direct LTS, No indirect **OFF-SITE** No direct or indirect

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3A.7-10: Possible Damage of or Destruction to of Previously Unknown Unique Paleontological Resources during Construction-Related Activities. Portions of the SPA and the off-site detention basin are underlain by paleontologically sensitive rock formations. Therefore, construction activities could damage or destroy previously unknown, unique paleontological resources at the SPA.

Land

ON- & OFF-SITE
NP, NCP, PP, RIM, CD, RHD: direct PS, no indirect

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.7-10: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:

- Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.
- If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).

Implementation: Project applicant(s) of all project phases within the Ione and Mehrten Formations.

Timing: During earthmoving activities in the Ione and Mehrten Formations as shown in Exhibit 3A.7-1.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.

Significance after Mitigation: less than significant

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.7 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES – WATER		
3B.7-1: Possible Risks to People and Structures Caused by Strong Seismic Ground Shaking. Zone 4 of the "Water" Study Area is located in an area of generally low seismic activity; however, structures constructed as part of the Off-site Water Facility Alternatives could be subject to seismic ground shaking from an earthquake along active faults in the Sierra Nevada.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.7-1a: Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.

Facility design for all Off-site Water Facility components shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer to be retained by the City. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:

- site preparation;
- soil bearing capacity;
- appropriate sources and types of fill;
- potential need for soil amendments;
- road, pavement, and parking areas;
- structural foundations, including retaining-wall design;
- grading practices;
- soil corrosion of concrete and steel;
- erosion/winterization;
- seismic ground shaking;
- liquefaction; and
- expansive/unstable soils.

In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the City.

Implementation: City of Folsom Utilities Department

Timing: Prior to completion of engineering plans for all Off-site Water Facilities

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

Mitigation Measure 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.

Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the CBC and American Water Works Association standards.

Implementation: City of Folsom Utilities Department

Timing: Prior to completion of engineering plans for all Off-site Water Facilities

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

3B.7-2: Construction-Related Erosion. Construction activities during implementation of the Off-site Water Facility Alternatives would involve grading and movement of earth in soils subject to wind and water erosion hazard.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measures 3B.9-1a, 3B.9-1b, 3B.9-1c, 3B.9-3a, and 3B.9-3b.

Implementation: City of Folsom Utilities Department

Timing: Prior to start of construction

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

3B.7-3: Unstable Geologic Conditions. The Off-site Water Facility Alternatives could be located on a geologic unit or soil that is unstable, or that could become unstable as a result of the Off-site Water Facilities.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct & indirect PS

PA, & Alternatives 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measures 3B.7-1a and 3B.7-1b.

Implementation: City of Folsom Utilities Department

Timing: Prior to completion of engineering plans for all Off-site Water Facilities

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. ***Significance after Mitigation: less than significant***		
3B.7-4: Exposure to Potential Hazards from Problematic Soils. The Off-site Water Facilities could encounter expansive or corrosive soils thereby subjecting related structures to potential risk of failure.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measures 3B.7-1a. **Mitigation Measure 3B.7-4: Implement Corrosion Protection Measures.** As determined appropriate by a licensed geotechnical or civil engineer, the City shall ensure that all underground metallic fittings, appurtenances, and piping include a cathodic protection system to protect these facilities from corrosion. Implementation: City of Folsom Utilities Department Timing: Prior to completion of engineering plans for all Off-site Water Facilities Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. ***Significance after Mitigation: less than significant***		
3B.7-5: Possible Damage of or Destruction to of Previously Unknown Unique Paleontological Resources during Construction-Related Activities. Construction of the Off-site Water Facility Alternatives could directly or indirectly destroy a unique paleontological resource or site.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect **NWF:** no impacts
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the City shall implement appropriate measures during construction of the Offsite Water Facility improvements. These measures shall be required for construction activities at the following locations: (1) Grant Line Road, south of SR 16; (2) Florin road, east of Excelsior Road; (3) Gerber Road, east of Excelsior Road; (4) White Rock Road, east of Prairie City Road; and (5) Prairie City Road and shall include:		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance

Mitigation

- Before the start of any earthmoving activities for any project phase in the Riverbank Formation, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.
- If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify Sacramento County Planning and Community Development Department. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the County to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

Implementation: City of Folsom Utilities Department

Timing: During earthmoving activities in the Roverbank, Ione, and Mehrten Formations as shown in Wagner et al, 1981.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

3A.8 HAZARDS AND HAZARDOUS MATERIALS - LAND

3A.8-1: Accidental Spill from Routine Transport, Use, or Disposal of Hazardous Materials. Accidental spills of hazardous materials in the SPA could result during routine transport, use, or disposal activities.

ON-SITE
NP: direct & indirect LTS
ON- & OFF-SITE
NCP, PP, RIM, CD, RHD: direct & indirect LTS

ON-SITE
NP: No mitigation measures are required.
ON- & OFF-SITE
NCP, PP, RIM, CD, RHD: No mitigation measures are required.

Significance after Mitigation: less than significant

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3A.8-2: Potential Human Health Hazards from Possible Exposure of Existing On-site Hazardous Materials. Construction workers and future residents could be exposed to hazardous materials known to exist within the SPA.

ON-SITE
NP: (ACM, lead paint, PCBs) direct LTS, no indirect; (mines and mining chemicals) direct significant, no indirect

ON- & OFF-SITE
NCP, PP, RIM, CD, RHD: direct PS, no indirect

ON-SITE
NP: No mitigation measures are required.

ON- & OFF-SITE
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures. The project applicant(s) ~~of all project phases~~ for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.

The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:

- Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.
- Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.
- Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). Implementation: Project applicant(s) ~~of all project phases~~ for any discretionary development application. Timing: Before and during earthmoving activities Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate. **Mitigation Measure:** Implement Mitigation Measure 3A.9-1 contained in Section 3A.9, "Hydrology and Water Quality - Land" [Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs] ***Significance after Mitigation: less than significant***		
3A.8-3: Potential Development Constraints Due to the Listing on the National Priorities List (NPL) Cortese List. The SPA contains Area 40, part of the Aerojet Superfund site, which has the potential to create a hazard to public health or the environment. Ongoing remediation activities could delay or limit project development on or near the site of those remediation activities. **ON-SITE** **NP:** No mitigation measures are required. **ON- & OFF-SITE** **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.8-3a: Require the Project Applicant(s) to Cooperate with Aerojet and Regulatory Agencies to Preserve, Modify, or Close Existing Groundwater Monitoring Wells.** The project applicant(s) for ~~all project phase(s)~~ any particular discretionary development that would occur in or adjacent to the Area 40 boundary shall ~~submit copies of tentative maps for residential subdivisions and for nonresidential uses to~~ consult with Aerojet, EPA, DTSC, and/or the Central Valley RWQCB or any successor in interest ~~for review and approval. Aerojet, DTSC, and the Central Valley RWQCB or any successor shall work with the project applicant(s)~~ to establish the preservation, modification, or closure of existing groundwater monitoring wells. If necessary, Aerojet, or any successor may purchase lots or obtain access agreements from the project applicant(s) to maintain access to monitoring wells and/or remediation systems. ~~Development shall not proceed within the Area 40 boundary or on lands used for groundwater monitoring and other remediation activities until DTSC and the Central Valley RWQCB have approved Aerojet's or a successor's plan for well preservation, modification, or closure.~~ If groundwater wells are to be affected by proposed tentative maps, then the project applicant(s) or successors shall provide the City with evidence that the relocation, modification, or closure of the well(s) is approved by the appropriate agencies as part	Land	**ON-SITE** **NP:** no direct or indirect **ON- & OFF-SITE** **NCP, PP, RIM, CD, RHD:** direct PS, no indirect

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

of the City's final map approval process and before development.

The project applicant(s) for activities related to the off-site detention basin located outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with Sacramento County.

Implementation: Project applicants(s) for activities that would occur in the Area 40 boundary or on areas used for groundwater monitoring and other remediation activities.

Timing: Ongoing to the satisfaction of EPA DTSC and/or the Central Valley RWQCB.

Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.

2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.

Mitigation Measure 3A.8-3b: Coordinate Development Activities to Avoid Interference with Remediation Activities. The project applicant(s) for ~~all project phases~~ any particular discretionary development that would occur in or adjacent to the Area 40 boundary shall provide notice to Aerojet or any successor in interest and DTSC, the Central Valley RWQCB, and the City of Folsom of the location, nature, and duration of construction activities least 30 days before construction activities begin in areas on or near property with current or planned remediation activities (Area 40). Remedial actions, as required by DTSC, RWQCB, and/or the EPA, may include, but are not limited to:

- deed restrictions on land and groundwater use;
- requirements for building ventilation, heating, and air conditioning design;
- monitoring;
- installation of vertical barriers;
- biological, chemical, and/or physical treatment;
- extraction or excavation; and/or
- pump and treat activities.

Before the approval of grading plans which include areas within the Area 40 boundary or the off-site detention basin, the project applicant(s) shall consult ~~work~~ with Aerojet, EPA, DTSC, and/or the Central Valley RWQCB or any successor to schedule the timing of construction activities to prevent potential conflicts with investigation and remediation activities.

The project applicant(s) for activities related to the off-site detention basin located outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with Sacramento County.

Implementation: Project applicant(s) for activities within the Area 40 boundary or on lands used for monitoring or other remediation-related activities.

Timing: Before the approval of grading plans and during construction activities within the Area 40 boundary, off-site detention basin, or on lands used for monitoring or other remediation-related activities.

Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
3. U.S. Environmental Protection Agency, California Department of Toxic Substances Control, and/or Central Valley Regional Water Quality Control Board, Aerojet General Corporation, as appropriate.

Mitigation Measure 3A.8-3c: Provide Written Notification to the City that, as required by EPA, DTSC, and the Central Valley RWQCB, -Required Notification Obligations and/or Easements Have Been Fulfilled to Ensure that Construction Activities Do Not Interfere with Remedial Actions.

Pursuant to their ~~its~~ oversight over investigations of hazardous substances and determination of remedial action, EPA and/or DTSC establish~~es~~, as appropriate, deed restrictions (e.g., restrictions on future groundwater uses or future land uses) or easements (e.g., continued access to groundwater wells and pipelines) on property with associated notice requirements. The project applicant(s) for all such affected project activities, located within the Area 40 boundary, the off-site detention basin, or lands subject to monitoring or other remediation activities shall provide notification in writing to the City (or Sacramento County for the off-site detention basin) that said required ~~DTSC~~notification obligations have been fulfilled. Evidence of the method of notification required by EPA and/or DTSC shall be submitted to the City before approval of tentative maps or improvement plans.

The project applicant(s) for such affected project activities shall coordinate with the City to include this provision as part of tentative map approval within the Area 40 boundary or lands subject to monitoring or other remediation activities. The project applicant(s) shall coordinate with Sacramento County for such affected project activities pertaining to the off-site detention basin.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).

Implementation: Project applicant(s) for activities that would occur in the Area 40 boundary or on areas used for groundwater monitoring and other remediation activities.

Timing: Before approval of final maps and/or issuance of permits for sales trailers and model homes within the Area 40 boundary, the off-site detention basin, or lands subject to monitoring or other remediation activities.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.

Significance after Mitigation: less than significant

Mitigation Measure 3A.8-3d: Land Use Restrictions for Contaminated Soil and Groundwater within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9.

Prior to approval of any tentative maps, improvement plans, or discretionary project approvals for locations within Area 40, as depicted in the Remedial Restrictions Area (Exhibit 3A.8-9), the project applicant(s) shall designate those areas that are subject to off-gassing hazards in excess of an indoor air standard, as open space or park use, as required by the City and Aerojet in consultation with the EPA. Areas designated for open space or park under this mitigation measure shall be determined by the City and by Aerojet in consultation with the EPA using risk calculations (completed in accordance with EPA's 1989 *Risk Assessment*

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Summary of Impacts and Mitigation Measures

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Mitigation		

Guidance for Superfund [EPA/540/1-89-002] and DTSC's 1992 Supp*lemental Guidance for Human Health Multimedia Risk Assessments of Hazardous Waste Sites and Permitted Facilities* and 1994 *Preliminary Endangerment Assessment Guidance Manual*, or such guidance as may be in place at the time risk assessment is performed) for exposure to off-gassing from either soil or groundwater based on detected PCE and TCE concentrations. The project applicant(s) for such affected areas located within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9 shall implement this measure as part of tentative map applications or other discretionary project approvals when such applications are submitted to the City.

If the portions of Area 40 that are designated for park and open space use are not available for use as park and open space as identified in the SPA concurrently with surrounding development that creates demand for park and open space use, the project applicant(s), and the owners of land within the SPA shall identify and the City may rezone equivalent acreage of suitable park and open space land within the SPA for development as interim or permanent park and open space to meet the then current demand.

Implementation: Project applicant(s) in consultation with the City, Aerojet, and U.S. Environmental Protection Agency for activities that would occur in the Community Park West area, as depicted on the Remedial Restrictions Area Exhibit 3A.8-9.

Timing: Prior to approval of tentative maps within the Community Park West area as depicted on the Remedial Restrictions Area Exhibit 3A.8-9.

Enforcement: For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department; U.S. Environmental Protection Agency.

Implementation of Mitigation Measures 3A.8-3a, 3A.8-3b, ~~and~~ 3A.8-3c, and 3A.8-3d would reduce significant potential development constraints due to site listing on the NPL and/or Cortese List under the No USACE Permit, Proposed Project, Resource Impact Minimization, Centralized Development, and Reduced Hillside Development Alternatives to a **less-than-significant** level because remediation activities, implementation of deed restrictions, and other actions required prior to implementation of the project would be required by EPA, DTSC and/or other agencies as part of the Superfund investigation and remediation activities. Furthermore, the open space land uses within Area 40 would be expanded as necessary to protect human health based on the results of appropriate testing. However, the off-site detention basin falls under the jurisdiction of Sacramento County; therefore, neither the City nor the project applicant(s) would have control over its timing or implementation.

3A.8-4: Potential Interference with an Adopted Emergency Response or Emergency Evacuation Plan. Development of the SPA could interfere with adopted emergency plans.	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct LTS, no indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		

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Impact	Land/Water/GPA	Significance
Mitigation		
3A.8-5: Potential for Blast-Related Injury to Construction Workers and the General Public. Development in the SPA would entail the use of explosive materials as part of grading activities in the eastern portion of the SPA that could result in injury to construction workers and the general public.	Land	**ON- & OFF-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct PS, no indirect
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster. To reduce the potential for accidental injury or death related to blasting, contractors whose work on the SPA will include blasting shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to project applicant(s) of all project phases in which blasting would be employed. The plan shall include, but is not limited to: ► storage locations that meet ATF standards contained in 27 CFR Part 55; ► safety requirements for workers (e.g., daily safety meetings, personal protective equipment); ► an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and ► measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). Upon completion of a blasting safety plan, the project applicant(s) contractor shall secure any required permits from the City of Folsom Fire Department and the El Dorado County Sheriff's Department for blasting activities in Sacramento County and El Dorado County, respectively. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado County). Implementation: Project applicant(s) and contractor(s) of all project phases in which blasting would be employed. Timing: At the submission of tentative map applications. Monitoring: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Fire Department. 2. For the off-site roadway connections in El Dorado County: El Dorado County Sheriff's Department. ***Significance after Mitigation: less than significant***		
3A.8-6: Possible Exposure of People to Electric and Magnetic Fields. Residential developments and/or schools would be located near high voltage transmission lines and radio towers, which could expose the general public to EMFs.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct PS, no indirect **OFF-SITE** No direct or indirect
ON-SITE **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure P3A.8-6: Prudent Avoidance and Notification of EMF Exposure.** ~~A policy of "prudent avoidance" to EMF~~		

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Impact	Land/Water/GPA	Significance
Mitigation		

~~exposure shall be incorporated into planning activities for residential developments near the transmission lines, which shall include consideration of up-to-date information on potential hazards of EMF, especially information from the California Public Utilities Commission.~~

~~In addition, p~~Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate ~~disclosure statement~~ notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line ~~easement~~, or within 150 feet from the 220-230 kV power line ~~easement~~. The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.

Implementation: Project applicant(s) ~~of all project phases~~ for any particular discretionary development entitlement in the vicinity of high-tension transmission lines.

Timing: At the submission of tentative map applications.

Enforcement: 1. City of Folsom Community Development Department.
2. Folsom Cordova Unified School District.

OFF-SITE

NCP, PP, RIM, CD, RHD: No mitigation measures are required.

Significance after Mitigation: less than significant

3A.8-7: Potential for Public Health Hazards from Mosquitoes Associated with Project Water Features. Project implementation would include construction of 16 on-site detention basins and 1 off-site detention basin, which could attract mosquitoes and other waterborne vectors, thereby potentially creating a public health hazard.

Land

ON-SITE
NP: no direct or indirect
ON- & OFF-SITE
NCP, PP, RIM, CD, RHD: direct PS, no indirect

ON-SITE

NP: No mitigation measures are required.

ON- & OFF-SITE

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to,

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Mitigation		

the following components:

- Description of the project.
- Description of detention basins and all water features and facilities that would control on-site water levels.
- Goals of the plan.
- Description of the water management elements and features that would be implemented, including:
  - BMPs that would implemented on-site;
  - public education and awareness;
  - sanitary methods used (e.g., disposal of garbage);
  - mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and
  - stormwater management (consistent with Stormwater Management Plan).
- Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).

To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:

- build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;
- perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;
- design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;
- coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;
- enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;
- if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg–laying (female mosquitoes can fly through pipes); and
- design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).

The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).

Implementation: Project applicant(s) of all project phases containing water features.

Timing: Before issuance of grading permits for the project water features.

Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.

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Mitigation		
2. For the off-site detention basin west of Prairie City Road: Sacramento-Yolo Mosquito and Vector Control District.		
Significance after Mitigation: less than significant		
3B.8 HAZARDS AND HAZARDOUS MATERIALS – WATER		
3B.8-1: Accidental Spill from Routine Transport, Use, or Disposal of Hazardous Materials. Accidental spills of hazardous materials could result during routine transport, use, or disposal activities as part of the implementation of the Off-site Water Facility Alternatives.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct & indirect PS (*construction*), direct PS & no indirect (*operations*)
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department. Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways. In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media. The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials. **1, 1A, 3, 3A, 4, & 4A: Mitigation Measure 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan.** The City shall prepare a Hazardous Materials Management Plan (HMMP) for the proposed WTP. The HMMP shall provide for safe storage, containment, and disposal of chemicals and hazardous materials related to WTP operations, including waste materials. The plan shall include, but shall not be limited to, the following: ► a description of hazardous materials and hazardous wastes; ► a description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste; ► preparedness, prevention, contingency, and emergency procedures, including emergency contact information; ► A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other		

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Impact	Land/Water/GPA	Significance
Mitigation		

releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility;

- Instructions on keeping Materials Safety and Data Sheets (MSDS) on-site for each on-site, hazardous chemical;
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank; and
- A description of equipment maintenance procedures.

The HMMP shall be made a condition of contractual obligation and shall be available for review by construction inspectors and implementation compliance shall be monitored.

Implementation: City of Folsom Utilities Department

Timing: Prior to construction and operation of all Off-site Water Facilities

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Environmental Management Department.
3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.

Significance after Mitigation: less than significant

3B.8-2: Create Accident Conditions Involving Potential Release of Hazardous Materials. Construction and operation of the Off-site Water Facilities could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.	Water	**NCP, PA, 1, 1A, 3, 3A, 4, & 4A:** direct PS & no indirect (*construction & operations*) **2, 2A, 2B:** direct LTS & no indirect (*transport & use*), direct PS & no indirect (*construction*)

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measures 3B.8-1b, 3B.16-3a, and 3B.16-3b.

Significance after Mitigation: less than significant

3B.8-3: Introduction of Drinking Water Contaminants. Operation of the Off-site Water Facility Alternatives would not create a significant public health risk through the introduction of contaminants into a drinking water supply at concentrations with known adverse health effects.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** no direct & indirect LTS

PA & Alternatives 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A: No mitigation measures are required.

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Impact	Land/Water/GPA	Significance
Mitigation		
Significance after Mitigation: less than significant		
3B.8-4: Use of Hazardous Materials within One-Quarter Mile of Schools. Operation of the Off-site Water Facilities could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Water	**NCP, PA, 1, 1A:** no direct or indirect **2, 2A, 2B, 3, & 3A:** no direct & indirect PS **4 & 4A:** no direct or indirect (*no educational facilities*), no direct & indirect PS (*w/in 1/4m of schools*) **NWF:** no direct or indirect
NCP, PA, 1, 1A: No mitigation measures are required. **2, 2A, 2B, 3, 3A, 4, & 4A:** Implement Mitigation Measure 3B.8-1a and 3B.8-1b. Implementation: City of Folsom Utilities Department Timing: Prior to construction and operation of all Off-site Water Facilities Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate		
Significance after Mitigation: less than significant		
3B.8-5: Create a Significant Hazard to the Public or the Environment. Construction of the Off-site Water Facilities could encounter one or more sites listed as containing hazardous materials or wastes and, as a result, could create a significant hazard to the public or the environment.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** no direct & indirect PS
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. Prior to construction, the City shall conduct a Phase 1 Environmental Site Assessment according to American Society for Testing and Materials (ASTM) protocol for the selected conveyance pipeline alignment, pump station, well, and WTP site. If any hazardous materials or waste sites are identified during the Phase 1 Environmental Site Assessment, the City shall implement Mitigation Measure 3.8-5b. Implementation: City of Folsom Utilities Department Timing: Prior to construction of all Off-site Water Facilities Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County		

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Mitigation		

Environmental Management Department.

3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.

Mitigation Measure 3B.8-5b: Develop and Implement a Remediation Plan. If determined necessary to mitigate for potential hazards resulting from disturbance of existing contaminated areas, the extent of contamination from hazardous materials sites within or adjacent to the Off-site Water Facilities construction area shall be delineated during final design. Disturbance to contaminated areas during Off-site Water Facilities construction shall be avoided, or any work done within contaminated areas shall be undertaken in compliance with standards approved by the DTSC or Sacramento County Department of Environmental Health to ensure that hazardous materials will not be released as a result of the ground disturbance.

Additionally, if unidentified contaminated soil or groundwater are encountered, or if suspected contamination is encountered during any construction activities, work shall be halted in the area of potential exposure, and the type and extent of contamination shall be identified. A qualified professional, in consultation with appropriate regulatory agencies, will then develop and implement a plan to remediate the contamination and properly dispose of the contaminated material.

Implementation: City of Folsom Utilities Department

Timing: Prior to construction of all Off-site Water Facilities

Enforcement:

1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Environmental Management Department.
3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.

Significance after Mitigation: less than significant

3B.8-6: Impair or Interfere with an Adopted Emergency Response Plans or Emergency Evacuation Plans. Implementation of the Off-site Water Facilities would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect

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Mitigation		
3B.8-7: Exposure to Wildland Fire Hazards. Implementation of the Off-site Water Facilities could expose people or structures to a significant risk of loss, injury or death involving wildland fires.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.8-7a: Keep Construction Area Clear of Combustible Materials. The City shall ensure, through the enforcement of contractual obligations that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. The contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws. Implementation: City of Folsom Utilities Department Timing: Prior to construction and operation of all Off-site Water Facilities Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Fire Department		
Mitigation Measure 3B.8-7b: Provide Accessible Fire Suppression Equipment. Work crews shall be required to carry or have sufficient fire suppression equipment to ensure that any fire resulting from construction activities is immediately extinguished. All off-road equipment using internal combustion engines shall be equipped with spark arrestors. Implementation: City of Folsom Utilities Department Timing: Prior to construction and operation of all Off-site Water Facilities Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Fire Department. ***Significance after Mitigation: less than significant***		

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Mitigation		
3A.9 HYDROLOGY AND WATER QUALITY - LAND		
3A.9-1: Potential Temporary, Short-Term Construction-Related Drainage and Water Quality Effects. Construction activities during project implementation would involve extensive grading and movement of earth, which would substantially alter on-site drainage patterns and could generate sediment, erosion, and other nonpoint source pollutants in on-site stormwater that could drain to off-site areas and degrade local water quality.	Land	**ON- & OFF-SITE** **NP:** direct & indirect LTS **NCP, PP, RIM, CD, RHD:** direct & indirect significant

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:

- the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences
- the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;
- the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;
- spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;
- personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and
- the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.

Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.

- Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles,

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Mitigation		

sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.

- Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.
- Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.

A copy of the approved SWPPP shall be maintained and available at all times on the construction site.

For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

Implementation: Project applicant(s) during all project phases and on-site and off-site elements.

Timing: Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.

Enforcement:

1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation.
3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
4. For the U.S. 50 interchange improvements: Caltrans.
5. For all construction activities subject to the state's Construction General Permit and violators of local ordinances referred to the state for enforcement: Central Valley Regional Water Quality Control Board.

Significance after Mitigation: less than significant

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Mitigation		

3A.9-2: Potential Increased Risk of Flooding and Hydromodification from Increased Stormwater Runoff. Project implementation would increase the amount of impervious surfaces on the SPA, thereby increasing surface runoff. This increase in surface runoff would result in an increase in both the total volume and the peak discharge rate of stormwater runoff, and therefore could result in greater potential for on- and off-site flooding.

Land

ON- & OFF-SITE
NP: direct & indirect LTS
NCP, PP, RIM, CD, RHD: direct & indirect PS

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans. Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodfication impacts.

The plans shall include, but not be limited to, the following items:

- an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;
- runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;
- a description of the proposed maintenance program for the on-site drainage system;
- project-specific standards for installing drainage systems;
- City and El Dorado County flood control design requirements and measures designed to comply with them;

  Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:

  - use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);
  - enlarged detention basins to minimize flow changes and changes to flow duration characteristics;
  - bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;
  - minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and

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Table 1-1
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Impact	Land/Water/GPA	Significance
Mitigation		

- minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.

► The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.

Implementation: Project applicant(s) during all on-site project phases and off-site elements.

Timing: Before approval of grading plans and building permits of all project phases.

Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Public Works Department.
2. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation.

Significance after Mitigation: less than significant

3A.9-3: Long-Term Water Quality and Hydrology Effects from Urban Runoff. Project implementation would convert a large area of undeveloped land to residential and commercial uses, thereby changing the amount and timing of potential long-term pollutant discharges in stormwater and other urban runoff to Alder Creek, Buffalo Creek, Coyote Creek, Carson Creek, and other on- and off-site drainages.

Land

ON- & OFF-SITE
NP: direct & indirect LTS
NCP, PP, RIM, CD, RHD: direct & indirect PS

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan. Before approval of the ~~final small lot subdivision map~~ grading permits for ~~all project phases~~ any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) ~~of all project phases~~ the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.

► A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.

► Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the '"Stormwater Quality Design

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Mitigation		

Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).

- Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.
- A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.
- LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:
  - surface swales;
  - replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);
  - impervious surfaces disconnection; and
  - trees planted to intercept stormwater.
- New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.

For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.

Implementation: Project applicant(s) during all on-site project phases and off-site elements.

Timing: Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department and Public Works Department.
2. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation.
3. For the U.S. 50 interchange improvements: Caltrans.

Significance after Mitigation: less than significant

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Table 1-1
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Impact	Land/Water/GPA	Significance
Mitigation		
3A.9-4: Potential Exposure of People or Structures to a Significant Risk of Flooding as a Result of the Failure of a Levee or Dam. The SPA is not in an area protected by levees and is not located within the Folsom Dam inundation zone; however, there are existing dams impounding water within and upstream of the SPA.	Land	**ON- & OFF-SITE** **NP:** direct & indirect LTS **NCP, PP, RIM, CD, RHD:** direct PS, no indirect
NP: No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.** Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department. Implementation: Project applicant(s) of all on-site project phases and off-site elements. Timing: Prior to submittal to the City of tentative maps or improvement plans. Enforcement: City of Folsom Public Works Department. ***Significance after Mitigation: less than significant***		
3A.9-5: ~~Potential Effects on Groundwater Recharge.~~ ~~Shallow and deep percolation of rainwater and related runoff and consequent depth to groundwater could be affected locally by the development of additional impervious surfaces, which could limit infiltration and recharge.~~ **Potential Exposure to 200-Year (0.005 AEP) Flood Prior to Implementation of SB 5.** A delineation of the proposed 200-year (0.005 AEP) floodplain has been developed for the SPA and all development activities would be planned consistent with SB 5 requirements. **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON- & OFF-SITE** **NP:** no direct ~~&~~ indirect ~~PS~~ **NCP, PP, RIM, CD, RHD:** direct & indirect LTS
3A.9-6: Potential Effects on Groundwater Recharge. Shallow and deep percolation of rainwater and related runoff and consequent depth to groundwater could be affected locally by the development of additional impervious surfaces, which could limit infiltration and recharge. **NP:** No mitigation measures may be imposed. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON- & OFF-SITE** **NP:** direct & indirect PS **NCP, PP, RIM, CD, RHD:** direct & indirect LTS

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Mitigation		
3B.9 HYDROLOGY AND WATER QUALITY – WATER		
3B.9-1: Potential Temporary, Short-Term Construction-Related Drainage and Water Quality Effects. Construction of the Off-site Water Facilities could generate discharges to surface water resources that could potentially violate water quality standards or waste discharge requirements.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct & indirect PS (construction-related water quality)

NCP, PA, 1, 1A, 3, 3A, 4, & 4A: Mitigation Measure 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. The City shall prepare a SWPPP specific to the selected Off-site Water Facility Alternative and secure coverage under SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ). The SWPPP shall identify specific actions and BMPs relating to the prevention of stormwater pollution from project-related construction sources by identifying a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall reflect localized surface hydrological conditions and shall be reviewed and approved by the City prior to commencement of work and shall be made conditions of the contract with the contractor selected to build the Off-site Water Facilities. The SWPPP shall incorporate control measures in the following categories:

- soil stabilization and erosion control practices (e.g., hydroseeding, erosion control blankets, mulching, etc.;
- dewatering and/or flow diversion practices, if required (see Mitigation Measure 3B.9-1b);
- sediment control practices (temporary sediment basins, fiber rolls, etc.);
- temporary and post-construction on- and off-site runoff controls;
- special considerations and BMPs for water crossings, wetlands, drainages, and vernal pools;
- monitoring protocols for discharge(s) and receiving waters, with emphasis placed on the following water quality objectives: dissolved oxygen, floating material, oil and grease, pH, and turbidity;
- waste management, handling, and disposal control practices;
- corrective action and spill contingency measures;
- agency and responsible party contact information, and
- training procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP.

The SWPPP shall be prepared by a qualified SWPPP practitioner with BMPs selected to achieve maximum pollutant removal and represent the best available technology that is economically achievable. Emphasis for BMPs shall be placed on controlling discharges of oxygen-depleting substances, floating material, oil and grease, acidic or caustic substances or compounds, and turbidity. Performance and effectiveness of these BMPs shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) as required to determine adequacy of the measure.

Implementation: City of Folsom Utilities Department

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Summary of Impacts and Mitigation Measures

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Mitigation		

Timing: Development of the SWPPP prior to construction of all Off-site Water Facilities and implementation throughout construction.

Enforcement:
1. Central Valley Regional Water Quality Control Board.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Mitigation Measure 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWCQB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.

Implementation: City of Folsom Utilities Department

Timing: Incorporation measures into SWPPP prior to construction and implementation throughout construction, as appropriate.

Enforcement:
1. Central Valley Regional Water Quality Control Board.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

Mitigation Measure: Implement Mitigation Measures 3A.3-1a and 3A.3-1b.

Implementation: City of Folsom Utilities Department

Timing: Incorporation of measures into SWPPP prior to construction and implementation throughout construction.

Enforcement:
1. Central Valley Regional Water Quality Control Board.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

2, 2A, 2B: Implement Mitigation Measure 3B.9-1a and 3B.9-1b.

Significance after Mitigation: less than significant

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.9-2: Exceedance of Surface Water Quality Standards during Operation. The operation of the Off-site Water Facilities could result in changes to the quality of surface water resources that could potentially violate water quality standards or waste discharge requests. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** no direct & indirect LTS
3B.9-3: Alteration of Drainage Patterns Resulting in Off-site Flooding and/or Erosion. The Off-site Water Facilities could result in the alteration of existing drainage patterns thereby increasing the rate or amount of surface runoff in a manner that could result in substantial flooding and/or erosion or siltation on- or off-site.	Water	**NCP, PA, 1, 1A, 3, 3A:** direct PS & no indirect **4, 4A:** direct & indirect PS **2, 2A, 2B:** direct & indirect LTS

NCP, PA, 1, 1A, 3, 3A, 4, & 4A: Mitigation Measure 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. The City shall prepare a Drainage Plan for the selected Off-site Water Facility WTP and shall incorporate measures to maintain off-site runoff during peak conditions to pre-construction discharge levels. The Drainage Plan shall provide both short- and long-term drainage solutions to ensure the proper sequencing o~~f~~ f drainage facilities during and following construction. The City shall evaluate options for on-site detention including, but not limited to, providing temporary storage within a portion or portions of proposed paved areas, linear infiltration facilities along the site perimeter, and/or other on-site opportunities for detention, retention, and/or infiltration facilities. Design specifications for the detention, retention, and/or infiltration facilities shall provide sufficient storage capacity to accommodate the 10-year, 24-hour storm event. In addition, the Drainage Plan shall delineate the overland release path for flows generated by a 100-year frequency storm, so that structural pad elevations for buildings, containment facilities, storage tank, and container storage areas are placed a minimum of one foot above the property's highest frontage curb elevation. The Drainage Plan shall also provide sufficient attenuation of flows to ensure no net increase in off-site discharges to waterways that drain across the FSC via one or more drainage chutes (e.g., Buffalo Creek).

Implementation**:** City of Folsom Utilities Department.

Timing**:** Development of the Drainage Plan prior to start of construction.

Enforcement**:**
1. Central Valley Regional Water Quality Control Board.
2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.
4. For all off-site improvements that would drain across one or more of the FSC drainage chutes: U. S. Bureau of Reclamation.

Mitigation Measure 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. Energy dissipaters, vegetated rip-rap, soil protection, and/or other appropriate BMPs shall be included within all storm-drain outlets to slow runoff velocities and prevent erosion at discharge locations for

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
the WTP. A long-term maintenance plan shall be implemented for all drainage discharge control devices. The WTP layout shall also include sufficient on-site containment and pollution-control devises for drainage facilities to avoid the off-site release of water quality pollutants, oil and grease. Implementation: City of Folsom Utilities Department Timing: Incorporation of measures into the Drainage Plan prior to start of construction. Enforcement: 1. Central Valley Regional Water Quality Control Board. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. **2, 2A, 2B:** No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3B.9-4: Changes to Flow within the Sacramento River. The Off-site Water Facilities could result in adverse effects to existing flows within the Sacramento River. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect **NWF:** no impacts
3B.9-5: Exceed Drainage Capacity and Contribute Sources Polluted Runoff. The Off-site Water Facilities could create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. **NCP, PA, 1, 1A, 3, 3A, 4, & 4A:** Implement Mitigation Measures 3B.9-3a and 3B.9-3b. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 3, 3A:** direct PS & indirect LTS **2, 2A, 2B:** LTS **4, 4A:** direct & indirect PS
3B.9-6: Impede or Redirect Flood Flows. The Off-site Water Facilities could place structures within a 100-year flood hazard area, which would impede or redirect flood flows **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** Implement Mitigation Measures 3B.7-1a and 3B.9-1a. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct & indirect PS

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Impact	Land/Water/GPA	Significance
Mitigation		
3B.9-7: Inundation from Flooding or Mudflows. The Offsite Water Facility Alternatives would not expose people or structures to a significant risk of loss, injury or death involving inundation by flooding, including flooding as a result of the failure of a levee or dam, seiche, or tsunami or inundation by mudflows. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** no impacts
3A.10 LAND USE AND AGRICULTURAL RESOURCES		
3A.10-1: Consistency with Sacramento LAFCo Guidelines. Annexation of the SPA into the City of Folsom would require approval by Sacramento LAFCo. **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NP:** no direct & indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect
3A.10-2: Consistency with the SACOG Sacramento Region Blueprint. Project implementation could conflict with the SACOG Sacramento Region Preferred Blueprint Scenario. **ON-SITE** **NP, NCP, RIM:** No mitigation measures may be imposed **PP, CD, RHD:** No mitigation measures are required. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: significant and unavoidable***	Land	**ON-SITE** **NP, NCP, RIM:** inconsistent **PP, CD, RHD:** consistent **OFF-SITE** No consistency

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Mitigation		
3A.10-3: Cancellation of Existing On-Site Williamson Act Contracts. Project implementation could result in the cancellation of Williamson Act contracts. **ON-SITE** **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD:** No feasible mitigation measures are available. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: significant and unavoidable***	Land	**ON-SITE** **NP:** No direct or indirect **NCP, PP, RIM, CD, RHD:** direct significant, no indirect **OFF-SITE** Direct LTS, no indirect
3A.10-4: Potential Conflict with Existing Off-site Williamson Act Contracts. Project implementation could conflict with lands under Williamson Act contracts south of the SPA; thereby potentially resulting in cancellation of those contracts. **ON-SITE** **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD:** No feasible mitigation measures are available. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: significant and unavoidable***	Land	**ON-SITE** **NP:** No direct or indirect **NCP, PP, RIM, CD, RHD:** indirect significant, no direct **OFF-SITE** Indirect LTS, no direct

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Mitigation		
3B.10 LAND USE AND AGRICULTURAL RESOURCES – WATER		
3B.10-1: Conflict with Applicable Water Resource Management and Facility Plans, Policies, or Regulations. Implementation of the Off-site Water Facility Alternatives would not conflict with applicable water resource management and facility plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, and 4A:** direct & indirect LTS
3B.10-2: Conflict with Applicable Local Agency Land Use Plans, Policies, or Regulations. Implementation of the Off-site Water Facility Alternatives could conflict with an applicable land use plan, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	Water	**NCP, PA:** consistent direct & indirect LTS **1, 1A, 3, 3A:** inconsistent direct & indirect significant **2, 2A, 2B:** consistent direct & indirect LTS **4, 4A:** consistent direct & indirect LTS (*location*), potentially inconsistent (*planning*)
1, 1A, 3, 3A, 4, & 4A: Mitigation Measure 3B.10-2: Acquire Development Approvals for Off-site WTPs. The City shall implement one of the two following options to enable development of the White Rock WTP under Off-site Water Facility Alternatives 1, 1A, 3, and 3A: (1) Annexation and Pre-Zoning to Public Use. The City shall file an application with Sacramento LAFCo to amend its sphere of influence to include the White Rock WTP ~~and City Corporation Yard, if applicable~~. The application shall include a statement describing that the sphere of influence amendment is necessary to ensure the provision of adequate water supply, distribution, and treatment for planned development with the Folsom SPA. Subject to LAFCo approval of the sphere of influence amendment, the City shall prepare an application to annex and prezone the White Rock WTP site for Public Use. As part of the White Rock WTP site's design, spacing opportunities between the WTP facilities and adjacent land use shall be maximized to encourage open space continuity and disruption to adjacent agricultural areas. Prior the annexation approval, the City shall provide LAFCo with the following: (a) dedications of rights-of-way; (b) improvements for vehicle access; (c) the placement of structures and their associated height; and (d) landscaping/open space for the protection of adjoining and nearby properties. or (2) Obtain County Use Permit or General Plan Amendment. The City shall file an application with Sacramento County for a Use Permit to allow the operation of the proposed WTP within the AG-80 zone. The City shall comply with the conditions of the Use Permit, so that the WTP site is developed consistent with County requirements in terms of the following: (a) dedications of right-of-way; (b) improvements for vehicle access; (c) the placement of structures and their associated height; and (d) landscaping for the protection of adjoining and nearby properties. Alternatively, the City may file an application for a General Plan Amendment and Rezone to designate the White Rock WTP site for Public Use. In addition to complying with the requirements of the Public zone, the City shall develop the site consistent with the County's for the following: (a) dedications of right-of-way; (b) improvements for vehicle access; (c) the placement of structures and their associated height; and (d) landscaping for the protection of adjoining and nearby properties.		

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Impact	Land/Water/GPA	Significance
Mitigation		
Implementation: City of Folsom Utilities Department Timing: Prior to acquisition and development of the Off-site WTP Enforcement: 1. For annexation and sphere of influence applications: Sacramento County LAFCo. 2. For the entitlement and General Plan applications through Sacramento County: Sacramento County Planning and Community Development Department. **NCP, PA, 2, 2A, 2B:** No mitigation measures are required. ***Significance after Mitigation: potentially significant and unavoidable for 1, 1A, 3, and 3A, 4 and 4A*** ***Significance after Mitigation: less than significant for NCP, PA, 2, 2A, 2B***		
3B.10-3: Conversion of Important Farmland to Nonagricultural Uses. Implementation of the Off-site Water Facilities could result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect
3B.10-4: Cancellation of Existing On-Site Williamson Act Contracts. Construction of the Off-site Water Facilities could conflict with lands under Williamson Act contracts; thereby potentially resulting in cancellation of those contracts. **NCP, PA, 1, 1A:** No feasible mitigation measures are available. **2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: potentially significant and unavoidable***	Water	**NCP, PA, 1, 1A:** direct LTS & indirect significant **2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect
3B.10-5: Potential Temporary Disruptions to Existing Agricultural Operations. Implementation of the Off-site Water Facilities could potentially affect existing agricultural operations and result in a loss in agricultural productivity.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct significant & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.10-4: Restore Affected Agricultural Lands to Preproject Conditions. The City shall consult with all affected land owners where the selected alignment would cross Important Farmland. As part of the easement acquisition process, the City shall demonstrate a good-faith effort to negotiate with affected landowners an agreed-upon compensation for the loss of any existing pasture and/or row crops currently in production. During these consultations the City shall also, in conjunction with landowners' input, identify areas along the right-of-way that could be left in agricultural production as well as locations for access gates to allow for city staff access. Access gate locations shall be included in the final design		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

plans for the Off-site Water Facilities. Compensation for the loss of crops and associated revenues shall be up to the provisions of law.

Implementation: City of Folsom Utilities Department

Timing: Immediately following construction

Enforcement: Sacramento County Community Development and Planning Department

Significance after Mitigation: less than significant

3A.11 NOISE - LAND

3A.11-1: Temporary, Short-Term Exposure of Sensitive Receptors to Increased Equipment Noise from Project Construction. Project implementation would result in temporary, short-term construction activities associated with development of residential, commercial, schools, and park uses, supporting roadways, and other infrastructure improvements. Project-related construction activities could expose existing off-site and future on-site sensitive receptors to temporary noise levels that exceed the applicable noise standards and/or result in a substantial increase in ambient noise levels.

Land

ON-SITE
NP: direct LTS, no indirect
NCP, PP, RIM, CD, RHD: direct significant, no indirect
OFF-SITE
PP: direct significant, no indirect
NCP, RIM, CD, RHD: direct LTS, no indirect

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:

- Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.
- All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- All motorized construction equipment shall be shut down when not in use to prevent idling.
- Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).
- Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
► Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. ► To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ► When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ► The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries. Implementation: Project applicant(s) and primary contractor(s) of all project phases. Timing: Before and during construction activities on the SPA and within El Dorado Hills. Enforcement: 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department. ***Significance after Mitigation: significant and unavoidable***		
3A.11-2: Temporary, Short-Term Exposure of Sensitive Receptors to Increased Traffic Noise Levels from Project Construction. Project implementation would result in temporary increases in on- and off-site roadway traffic noise associated with project construction. Construction-generated traffic could expose sensitive receptors to noise levels along on- and off-site roadways that exceed the applicable noise standards and/or result in a substantial increase in ambient noise levels. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3A.11-3: Temporary, Short-Term Exposure of Sensitive Receptors to Potential Groundborne Noise and Vibration from Project Construction. Project implementation could expose sensitive receptors to groundborne noise and vibration levels that exceed applicable standards that could cause human disturbance or damage structures.

Land

ON-SITE
NP: direct LTS, no indirect
NCP, PP, RIM, CD, RHD: direct significant, no indirect
OFF-SITE
Direct significant, no indirect

ON- & OFF-SITE

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.

- To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.
- To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.
- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.
- A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.
- Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento

Enforcement:
1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department.
3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.
4. For the U.S. 50 interchange improvements: Caltrans.

Significance after Mitigation: significant and unavoidable

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3A.11-4: Long-Term Exposure of Sensitive Receptors to Increased Traffic Noise Levels from Project Operation. Project implementation would result in long-term increases in ADT volumes on affected roadway segments. Increased traffic volumes would result in a substantial (e.g., 3 dB L_{dn}/CNEL) increase in ambient noise levels on- and off-site at nearby noise-sensitive receptors.

Land

ON-SITE
NP: direct LTS, no indirect
NCP, PP, RIM, CD, RHD: direct significant, no indirect
OFF-SITE
Direct LTS, no indirect

ON-SITE

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).
- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
  - limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
  - constructing exterior sound walls;
  - constructing barrier walls and/or berms with vegetation;
  - using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
  - using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Implementation: Project applicant(s) of all project phases.

Timing: During project construction activities at noise-sensitive receptors on the SPA; at the existing noise-sensitive receptors on Empire Ranch Road from Broadstone Parkway to Iron Point Road; and at the existing noise-sensitive receptors on Latrobe Road from White Rock Road to Golden Foothills Parkway

Enforcement:
1. For all noise-sensitive receptors that would be located within the City of Folsom: City of Folsom Community Development Department.
2. For all noise-sensitive receptors in El Dorado Hills: El Dorado County Development Services Department.
3. For all noise-sensitive receptors in the vicinity the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
4. For all noise-sensitive receptors adjacent to the U.S. 50 interchange improvements: Caltrans. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: significant and unavoidable***		
3A.11-5: Long-Term Exposure of Sensitive Receptors to Increased Stationary-Source Noise Levels from Project Operation. Project implementation would result in increases in on-site stationary-source noise levels associated with the proposed residential, commercial, mixed-use, office/industrial, park, and educational land uses. These stationary noise sources could exceed the applicable noise standards (hourly and maximum) and result in a substantial increase in ambient noise levels.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct PS, no indirect (*Mechanical HVAC Equipment, Emergency Electrical Generators, Parking Lot Activities, & Loading Dock and Delivery Activity*) **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect (*Emergency Facilities & Outdoor Recreational and Educational Activities*) **OFF-SITE** No direct or indirect
ON-SITE **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.** The project applicant(s) ~~of all project phases~~ for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor: ► Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ► External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ► Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as ~~possible~~ feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ► Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]).		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. Implementation: Project applicant(s) of all project phases. Timing: Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators. Enforcement: City of Folsom Community Development Department. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.11-6: Single-Event Aircraft Noise. New noise sensitive land uses proposed in the Specific Plan area could be exposed to noise from aircraft overflights. Overflights would not result in interior noise levels that create sleep disturbance. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP, NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** No direct or indirect
3A.11-7: Compatibility of Proposed On-Site Land Uses with the Ambient Noise Environment. The project includes development of on-site noise-sensitive land uses that could be exposed to noise levels that exceed the noise standards set forth in the applicable General Plan and Code. **ON-SITE** **NCP, PP, RIM, CD, RHD:** Implement Mitigation Measure 3A.11-4. Timing: Before submittal of tentative subdivision maps or improvement plans Enforcement: Folsom Community Development Department **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct significant, no indirect (*Roadway Traffic*) **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect (*Aerojet General Corporation & Prairie City State Vehicular Recreation Area*) **OFF-SITE** No direct or indirect

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.11 NOISE – WATER		
3B.11-1: Temporary and Short-term Noise Levels in Excess of Standards. The Off-site Water Facilities could expose persons to or generate noise levels in excess of applicable City and County standards.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.11-1a: Limit Construction Hours. Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays. Implementation: City of Folsom Utilities Department Timing: During construction of all Off-site Water Facility components Enforcement: 1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.		
Mitigation Measure 3B.11-1b: Minimize Noise from Construction Equipment and Staging. Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors. Implementation: City of Folsom Utilities Department Timing: During construction of all Off-site Water Facility components Enforcement: 1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.		
Mitigation Measure 3B.11-1c: Maximize the Use of Noise Barriers. Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City's approval and shall provide a minimum 10 dBA reduction in construction noise levels. Implementation: City of Folsom Utilities Department		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

Timing: During construction of all Off-site Water Facility components

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Mitigation Measure 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. No amplified sources (e.g., stereo "boom boxes") shall be used in the vicinity of residences during project construction.

Implementation: City of Folsom Utilities Department

Timing: During construction of all Off-site Water Facility components

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Mitigation Measure 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. An on-site complaint and enforcement manager shall track and respond to noise complaints. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.

Implementation: City of Folsom Utilities Department

Timing: During construction of all Off-site Water Facility components

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Significance after Mitigation: significant and unavoidable

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.11-2: Exposure to and/or Generation of Groundborne Vibration. The Off-site Water Facilities could expose persons to or generate excessive groundborne vibration or groundborne noise levels. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS, no indirect
3B.11-3: Permanent Increase in Ambient Noise Levels. The Off-site Water Facilities could create a substantial permanent increase in ambient noise levels in the vicinity of new pumping facilities.	Water	**NCP, PA:** direct PS, no indirect (*Pump Station(s)*); direct LTS, no indirect (*Water Treatment Plant & Traffic Noise*) **1, 1A, 3, 3A, 4, 4A:** direct PS, no indirect (*pumping noise*) **2, 2A, 2B:** direct LTS, no indirect

NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.11-3a: Implement Operational Noise Minimization Measures. The following mitigation measures shall be implemented for the design of the WTP and the pump station(s) to ensure that operational noise levels at the property line do not exceed the City/County standards:

- Shielding and other specified measures as deemed appropriate and effective by the design engineer shall be incorporated into the design in order to comply with performance standards.
- Pumps located underground shall be shielded to not affect nearby sensitive receptors.
- Project equipment shall be outfitted and maintained with noise-reduction devices such as equipment closures, fan silencers, mufflers, acoustical louvers, noise barriers, and acoustical panels to minimize operational noise.
- Particularly noisy equipment shall be located as far away as feasibly possible from nearby sensitive receptors.
- The orientation of acoustical exits shall always be facing away from nearby sensitive receptors.
- Buildings and landscaping shall be incorporated, where possible, to absorb or redirect noise away from nearby sensitive receptors.

Implementation: City of Folsom Utilities Department

Timing: Approval of engineering plans for the On- or Off-site WTPs and Off-site booster pumping facilities prior to construction

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Significance after Mitigation: significant and unavoidable

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.12 PARKS AND RECREATION - LAND		
3A.12-1: Sufficiency of Proposed Parkland to Meet Increased Demand and Potential Increased Use and Deterioration of Existing Facilities. Residential development proposed for the SPA would require 5 acres of parkland per 1,000 residents to meet the adopted City of Folsom standards. Increased population could increase the demand on existing neighborhood and community parks such that the physical deterioration of the existing facilities could occur or be accelerated. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** indirect LTS, no direct **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** No direct or indirect
3A.12-2: Increased Use and Potential Physical Deterioration of Existing Off-site Local or Regional Park Facilities. Project implementation would result in a large number of new residents, which would increase the use and could cause the potential physical deterioration of existing off-site local and regional park facilities. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**Direct** impacts are analyzed in Impact 3A.12-1. **ON-SITE** **NP:** indirect LTS **NCP, PP, RIM, CD, RHD:** indirect LTS **OFF-SITE** No indirect
3B.12 PARKS AND RECREATION - WATER		
3B.12-1: Temporary Disruptions to Existing Recreational Facilities and Opportunities. Implementation of the Off-site Water Facilities could temporarily disrupt trail, golf course, or park facility access. **NCP, PA, 1, 1A, 2, 2A, 3, 3A, 4 & 4A: Mitigation Measure 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a.** As part of the Traffic Control Plan identified in Mitigation Measure 3.14-1a, the City shall ensure that trail access is maintained throughout the construction period through the use of detours. Proper signage shall be included in multiple locations, where necessary, to provide advance notice to hikers and equestrian riders of up-comings construction activities. Implementation: City of Folsom Utilities Department Timing: Prior to and during construction activities Enforcement: 1. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.	Water	**NCP, PA, 1, 1A, 2, 2A, 3, 3A, 4 & 4A:** direct PS, no indirect **2B:** no impacts

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
2. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department. **2B:** No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3B.12-2: Effects to Water-Oriented Recreational Facilities and Opportunities. Implementation of the Off-site Water Facilities would not cause an adverse change in river flows or lake elevations that could result in substantial changes to existing recreational opportunities. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS, no indirect
3A.13 POPULATION, EMPLOYMENT, AND HOUSING - LAND		
3A.13-1: Temporary Increase in Population and Subsequent Housing Demand during Construction. Project implementation would generate a temporary increase in employment and subsequent housing demand in Sacramento County and the City of Folsom from construction jobs. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect
3A.13-2: Permanent Increase in Population Growth. Project implementation would result in the development of new residential dwelling units, which would cause a direct long-term increase in population. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** direct LTS, indirect impacts evaluated throughout EIR/EIS **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** direct LTS, indirect impacts evaluated throughout EIR/EIS

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.13-3: Displacement of Existing Housing or People Resulting from Project Development. Project implementation would displace one existing residence located in the SPA.	Land	**ON-SITE** **NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** No direct or indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.14 PUBLIC SERVICES - LAND		
3A.14-1: Temporary Reduction in Emergency Response Services during Construction. Project implementation could obstruct roadways in the project vicinity during construction, potentially obstructing or slowing emergency vehicles attempting to access the area.	Land	**NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct significant, no indirect
NP: No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan.** The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flagperson to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans). Implementation: Project applicant(s) of all project phases. Timing: Before the approval of all relevant plans and/or permits and during construction of all project phases. Enforcement: 1. For those roadways that would be annexed into the City of Folsom: City of Folsom Public Works Department. 2. For those roadways that would remain under the control of Sacramento County: Sacramento County Department of Transportation. 3. For the two off-site roadway connections into El Dorado Hills: El Dorado County Department of Transportation. 4. For U.S. 50 interchange improvements: Caltrans. ***Significance after Mitigation: less than significant***		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.14-2: Increased Demand for Fire Protection Facilities, Systems, Equipment, and Services. Project development would result in increased demand for fire protection facilities and services, potentially resulting in the need for additional staff and equipment to maintain an adequate level of service.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct PS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect

ON-SITE

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.

1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.
2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.

In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.

3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.
4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.

The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.

Implementation: Project applicant(s) of all project phases.

Timing: Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.

Enforcement: City of Folsom Fire Department, and City of Folsom Community Development Department, and/or EDHFD for the portion of the SPA within the EDHFD service area.

OFF-SITE

No mitigation measures are required.

Significance after Mitigation: less than significant

3A.14-3: Increased Demand for Fire Flow. Project implementation would include the development of residential, commercial, school, and other uses that would require adequate available water flow for fire suppression. Lack of adequate fire flow would impede effective fire suppression at the SPA.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct significant, no indirect **OFF-SITE** No direct or indirect

ON-SITE

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Implement Mitigation Measure 3A.14-2.

Mitigation Measure 3A.14-3: Incorporate Fire Flow Requirements into Project Designs. The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.

Implementation: Project applicant(s) of all project phases.

Timing: Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.

Enforcement: City of Folsom Fire Department, City of Folsom Community Development Department, and/or EDHFD for the 178-acre portion of the SPA within the EDHFD service area.

OFF-SITE

No mitigation measures are required.

Significance after Mitigation: less than significant

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.14-4: Increased Demand for Police Protection Facilities, Services, and Equipment. Project development would increase the demand for police protection facilities and services, resulting in the need for additional staff and equipment to maintain an adequate level of service.	Land	**ON-SITE** **NP:** direct LTS, indirect impacts evaluated in EIR/EIS **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.14-5: Increased Demand for Public Elementary School Facilities and Services. Project implementation would increase demand for elementary schools (grades K–5) to serve the project.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.14-6: Increased Demand for Public Middle and High School Facilities and Services. Project implementation would increase demand for middle schools (grades 6–8) and high schools (grades 9–12) to serve the project.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15 TRAFFIC AND TRANSPORTATION - LAND		
3A.15-1: Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service. Implementation of development of the Project or build alternatives would cause an increase in a.m. peak-hour, p.m. peak-hour, and/or daily traffic volumes on area roadways, resulting in unacceptable LOS and warranting the need for improvements such as traffic signals and additional lanes.	Land	**NP:** no impact **NCP, PP, RIM, CD, RHD:** direct SU
NP: No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Project Participation in Funding Transportation Improvements** a. Within and adjacent to the project boundaries, the Applicant shall construct all feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts, which may be subject to fee credits and/or reimbursement, coordinated by the City, from other fee-paying development projects if available with respect to roads or other facilities that would also serve those non-project fee-paying development projects Funding of improvements on the perimeter of the project boundaries will be shared with other development/jurisdictions. b. Outside the project boundaries, the Applicant shall be responsible for the project's fair share of feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts within the City of Folsom, in other jurisdictions and on State facilities, based on "cumulative plus project conditions." For purposes of this measure, "cumulative plus project conditions" refers to development authorized under the project as well as development consistent with approved general plans, specific plans, and other entitlements in the City and other jurisdictions. In cases where the project's fair share contribution is identified, the share will be based on the project's relative contribution to traffic growth under "cumulative plus project conditions." The project's contribution toward such improvements may take any, or some combination, of the following forms: 1. Construction of roads, road improvements, or other transportation facilities outside the boundaries of the project, subject in some instances to fee credit against other improvements necessitated by the project or future reimbursement, coordinated by the City, from other fee-paying development projects if available where the roads or improvements at issue would also serve those non-project fee paying development projects; 2. The payment of impact fees to the City of Folsom in amounts that constitute the project's fair share contributions to the construction of transportation facilities to be built or improved within the City, consistent with the City's Capital Improvement Program ("CIP"); 3. The payment of other adopted regional impact fees that would provide improvements to roadways, intersections and/or interchanges that are affected by multiple jurisdictions, except where the project applicant's payments of other fees or construction of improvements within the City of Folsom creates credit against the payment of regional impact fees; 4. The payment of impact fees to the City of Folsom in amounts that constitute the project's fair share contributions to the construction of transportation facilities and/or improvements within affected jurisdictions outside of Folsom, which payments to the City of Folsom and transmittal of fees to other agencies would occur through one or more enforceable agreements provided that for each required improvement, there is a reasonable mitigation plan that ensures that (i) the fees collected from the project will be used for their intended purposes, and (ii) the improvements will actually be built within a reasonable period of time, and		

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

5. The payment of impact fees to the City of Folsom in amounts that constitute the project's fair share contributions to the construction of transportation facilities and/or improvements on federal or state highways or freeways needed in part because of the project, to be made available to the California Department of Transportation ("Caltrans") if and when Caltrans and the City of Folsom enter into an enforceable agreement consistent with state law provided that, for each required improvement, Caltrans has a reasonable mitigation plan that ensures that (i) the fees collected from the project will be used for their intended purposes, and (ii) the improvements will actually be built within a reasonable period of time.

c. In pursuing a single agreement or multiple agreements with any jurisdictions outside of the City of Folsom that will be affected by traffic from the project in order to effectuate proposed mitigation measures for improvements outside the City of Folsom, the City will seek to negotiate in good faith with these other jurisdictions to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the project's, commitments for (i) the provision of adequate "fair share" mitigation payments from the project for out-of-jurisdiction traffic impacts and impacts on federal and state freeways and highways, and (ii) reciprocal payments from regional development projects to the City of Folsom to address cumulative "fair share" mitigation payments towards federal and state freeways and highways for transportation-related facilities and/or improvements within the City of Folsom necessitated by the development within the region. It is intended that these agreements shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. Best efforts should be made to secure funding from federal, state and regional sources. These agreements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (ii) additional physical improvements necessitated in whole or in part by newly approved projects, and (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs.

d. If transportation improvements required to be constructed as mitigation are constructed prior to project implementation, the project will pay its fair share portion for those improvements.

e. In considering individual projects within the project area (e.g., small-lot tentative subdivision maps or similar discretionary non-residential approvals), the City of Folsom shall identify required improvements, and shall base its calculations for such projects' fair share payments, based on the most recent traffic modeling (i.e., modeling that accounts for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements, (ii) additional physical improvements necessitated in whole or in part by newly approved projects, and (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs).

Significance after Mitigation: significant and unavoidable

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1a: Unacceptable LOS at the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). Project or build alternative traffic would cause signalized intersection operations at the Folsom Boulevard/Blue Ravine Road intersection to deteriorate with an increase in delay of more than 5 seconds during either or both a.m./p.m. peak hours.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1). Implementation: City of Folsom Public Works Department. Timing: A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		
3A.15-1b: Unacceptable LOS at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2). Project or build alternative traffic would cause signalized intersection operations at the Sibley Street/Blue Ravine Road intersection to deteriorate with an increase in delay of more than 5 seconds during the a.m. peak hour.	Land	**NCP, RIM:** LTS **PP, CD, RHD:** significant
NCP, RIM: No mitigation measures are required. **PP, CD, RHD: Mitigation Measure 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2). Implementation: City of Folsom Public Works Department. Timing: A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1c: Unacceptable LOS at the Scott Road (West)/White Rock Road Intersection (Intersection 28). Unsignalized intersection operations at Scott Road (West)/White Rock Road would degrade to LOS D during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed. Implementation: City of Folsom Public Works Department. Timing: A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		
3A.15-1d: Unacceptable LOS D at the Scott Road (East)/Easton Valley Parkway Intersection (Intersection 38). Signalized intersection operations at Scott Road (East)/Easton Valley Parkway would operate at unacceptable LOS D during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** LTS
NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.15-1e: Unacceptable LOS at the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41). Unsignalized intersection operations at Hillside Drive/Easton Valley Parkway would be at LOS D during both a.m. and p.m. peak hours.	Land	**NCP, PP, RIM, CD:** LTS **RHD:** significant
NCP, PP, RIM, CD: No mitigation measures are required. **RHD: Mitigation Measure 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).** To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements. Implementation: City of Folsom Public Works Department. Timing: A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		

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Impact	Land/Water/GPA	Significance
Mitigation		
Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		
3A.15-1f: Unacceptable LOS at the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). Unsignalized intersection operations at Oak Avenue Parkway/Middle Road would operate at unacceptable LOS D during either or both a.m./p.m. peak hours.	Land	**NCP, RIM:** LTS **PP, CD, RHD:** significant
NCP, RIM: No mitigation measures are required. **PP, CD, RHD: Mitigation Measure 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements. Implementation: City of Folsom Public Works Department. Timing: A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		
3A.15-1g: Unacceptable LOS at the Hazel Avenue/Gold Country Blvd Intersection (Sacramento County Intersection 1). Signalized intersection operations at Hazel Avenue/Gold Country Boulevard would deteriorate, with the volume-to-capacity ratio increasing by more than 0.05 during the p.m. peak hour. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NCP, PP, RIM, CD, RHD:** LTS
3A.15-1h: Unacceptable LOS at the Hazel Avenue/Folsom Blvd Intersection (Sacramento County Intersection 2). Signalized intersection operations at Hazel Avenue/Folsom Boulevard would deteriorate, with the volume-to-capacity ratio increasing by more than 0.05 during the p.m. peak hour.	Land	**NCP, CD:** significant **PP, RIM, RHD:** LTS
NCP, CD: Mitigation Measure 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2). To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The		

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Impact	Land/Water/GPA	Significance
Mitigation		

applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).

Implementation: Sacramento County Public Works Department and Caltrans.

Timing: A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.

Enforcement: Sacramento County Public Works Department and Caltrans

Significance after Mitigation: significant and unavoidable

PP, RIM, RHD: No mitigation measures are required.

Significance after Mitigation: less than significant

3A.15-1i: Unacceptable LOS at the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). Delay at the unsignalized Grant Line Road/White Rock Road intersection would increase delay by more than 5 seconds during the a.m. and p.m. peak hours.

Land

NCP, PP, RIM, CD, RHD: significant

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3). Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).

Implementation: Sacramento County Public Works Department.

Timing: Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.

Enforcement: Sacramento County Public Works Department

Significance after Mitigation: significant and unavoidable

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1j: Unacceptable LOS on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10). The volume-to-capacity ratio on this LOS F segment would increase by more than 0.05 with project-related traffic.	Land	**NCP, RIM:** LTS **PP, CD, RHD:** significant
NCP, RIM: No mitigation measures are required. **PP, CD, RHD: Mitigation Measure 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).** To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project. Implementation: Sacramento County Public Works Department. Timing: Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10). Enforcement: Sacramento County Public Works Department ***Significance after Mitigation: significant and unavoidable***		
3A.15-1k:Unacceptable LOS on Hazel Avenue between Curragh Downs Drive and Gold Country Boulevard (Sacramento County Roadway Segment 11). Operations on this roadway segment would deteriorate, with an increase in the volume-tocapacity ratio of this LOS F segment by more than 0.05 under the project and all build alternatives. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NCP, PP, RIM, CD, RHD:** LTS
3A.15-1l: Unacceptable LOS at the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3). Unsignalized intersection operations at White Rock Road/Windfield Way would degrade as the delay would increase by more than 5 seconds under unacceptable LOS F conditions during the p.m. peak traffic hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1l: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3). To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Rock Road/Windfield Way intersection (El Dorado County Intersection 3). Implementation: El Dorado County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: El Dorado County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		
3A.15-1m: Unacceptable LOS at the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). Signalized intersection operations at Hazel Avenue/U.S. 50 westbound ramps would degrade as the delay increases with the addition of project or alternative traffic.	Land	**NCP, PP, RIM, CD, RHD:** LTS
NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.15-1n: Unacceptable LOS at the Hazel Avenue/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 2). Signalized intersection operations at Hazel Avenue/U.S. 50 eastbound ramps would degrade as the delay would increase during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** LTS
NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.15-1o: Unacceptable LOS at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4). The signalized intersection of Folsom Boulevard/U.S. 50 eastbound ramps would degrade from an acceptable LOS C to an unacceptable LOS F during the p.m. peak traffic hour with project-related traffic.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		
3A.15-1p: Unacceptable LOS at the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). The signalized intersection of Grant Line Road/State Route 16 would experience an increase in delay during the a.m. peak traffic hour and degrade to an unacceptable LOS F during the p.m. peak traffic hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. ► Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12). Implementation: ~~Caltrans,~~ Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans,~~ Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works ***Significance after Mitigation: significant and unavoidable***		
3A.15-1q: Unacceptable LOS on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). This freeway segment would degrade to an unacceptable LOS F during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool		

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B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). Implementation: Caltrans Timing: Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR. Enforcement: Caltrans ***Significance after Mitigation: significant and unavoidable***		
3A.15-1r: Unacceptable LOS on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). This freeway segment would degrade to an unacceptable LOS F during the p.m. peak hour with project-related traffic.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		
3A.15-1s: Unacceptable LOS on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4). This freeway segment would degrade to an unacceptable LOS F during the p.m. peak hour and would experience an increase in the volume to capacity ratio under unacceptable LOS F conditions during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		
3A.15-1t: Unacceptable LOS on Eastbound U.S. 50 between El Dorado Hills Boulevard – Latrobe Road and Bass Lake Grade (Freeway Segment 9). This freeway segment would experience an increase in the volume to capacity ratio under unacceptable LOS F conditions during the p.m. peak. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NCP, PP, RIM, CD, RHD:** LTS
3A.15-1u: Unacceptable LOS on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16). This freeway segment would experience an increase in the volume to capacity ratio under unacceptable LOS F conditions during the a.m. peak hour. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***	Land	**NCP, PP, RIM, CD, RHD:** significant

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1v: Unacceptable LOS on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). This freeway segment would experience an increase in the volume to capacity ratio under unacceptable LOS F conditions during the a.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). Implementation: ~~Caltrans~~City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement Enforcement: ~~Caltrans~~City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		
3A.15-1w: Unacceptable LOS at the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). This freeway merge would experience an increase in density under unacceptable LOS F conditions during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1x: Unacceptable LOS at the U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). This freeway diverge would experience an increase in density under unacceptable LOS F conditions during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		
3A.15-1y: Unacceptable LOS at the U.S. 50 Eastbound/Prairie City Road Merge (Freeway Merge 6). This freeway merge would degrade to an unacceptable LOS F during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6). Implementation: ~~Caltrans~~City of Folsom Public Works Department Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department ***Significance after Mitigation: significant and unavoidable***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1z: Unacceptable LOS at the U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8). This new freeway weave would operate an unacceptable LOS F during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp". The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8). Implementation: ~~Caltrans~~City of Folsom Public Works Department Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department ***Significance after Mitigation: significant and unavoidable***		
3A.15-1aa: Unacceptable LOS at the U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). This new freeway merge would operate an unacceptable LOS F during the p.m. peak.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9). Implementation: ~~Caltrans~~City of Folsom Public Works Department Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department ***Significance after Mitigation: significant and unavoidable***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1bb: Unacceptable LOS at the U.S. 50 Eastbound/El Dorado Hills Boulevard – Latrobe Road Merge (Freeway Merge 19). This freeway merge would experience an increase in density under unacceptable LOS F conditions during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** LTS
NCP, PP, RIM, CD, RHD: No mitigation measures are required.		
Significance after Mitigation: less than significant		
3A.15-1cc: Unacceptable LOS at the U.S. 50 Westbound/El Dorado Hills Boulevard Diverge (Freeway Diverge 20). This freeway diverge would experience an increase in density under unacceptable LOS F conditions during the a.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** LTS
NCP, PP, RIM, CD, RHD: No mitigation measures are required.		
Significance after Mitigation: less than significant		
3A.15-1dd: Unacceptable LOS at the U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). This freeway merge would operate at an unacceptable LOS F during the a.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23). Implementation: ~~Caltrans~~City of Folsom Public Works Department Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department		
Significance after Mitigation: significant and unavoidable		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1ee: Unacceptable LOS at the U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). This freeway merge would operate at an unacceptable LOS F during the a.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29). Implementation: ~~Caltrans~~City of Folsom Public Works Department Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department ***Significance after Mitigation: significant and unavoidable***		
3A.15-1ff: Unacceptable LOS at the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). This freeway merge would degrade to an unacceptable LOS F during the a.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1gg: Unacceptable LOS at the U.S. 50 Westbound/Prairie City Road Ramp Merge (Freeway Merge 33). This freeway merge would experience an increase in density under unacceptable LOS F conditions during the a.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		
3A.15-1hh: Unacceptable LOS at the U.S. 50 Westbound/Folsom Boulevard Diverge (Freeway Diverge 34). This freeway diverge would experience an increase in density under unacceptable LOS F conditions during the a.m. peak hour, and degrade from an acceptable LOS D to an unacceptable LOS F during the p.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34). Implementation: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~City of Folsom Public Works Department and Sacramento County Department of Transportation ***Significance after Mitigation: significant and unavoidable***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-1ii: Unacceptable LOS at the U.S. 50 Westbound/Hazel Avenue Ramp Merge (Freeway Merge 38). This freeway merge would experience an increase in density under unacceptable LOS F conditions during the a.m. peak hour.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38). Implementation: ~~Caltrans~~Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~Caltrans~~Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works ***Significance after Mitigation: significant and unavoidable***		
3A.15-2: Increased Demand for Single-Occupant Automobile Travel in the Project Area. Project implementation would increase demand for single-occupant automobile travel on area roadways and intersections causing roadway and intersection impacts.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for ~~all project phases~~ any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for ~~all project phases~~ any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking ~~at schools and commercial centers~~ to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. Implementation: City of Folsom and Applicant(s) Timing: Before approval of improvement plans for ~~all project phases~~ any particular discretionary development application that includes residential and commercial or mixed-use development. Enforcement: City of Folsom Public Works Department. The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall participate in capital improvements and operating funds		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT. Implementation: City of Folsom, Regional Transit, and Applicant(s) Timing: As a condition of project approval and/or as a condition of the development agreement for all project phases. Enforcement: City of Folsom Public Works Department. **Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program.** The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections. Implementation: City of Folsom and Applicant(s) Timing: Concurrent with construction for all project phases. Enforcement: City of Folsom Public Works Department. **Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association.** The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections. Implementation: 50 Corridor Transportation Management Association and Applicant(s) Timing: Concurrent with construction for all project phases. Enforcement: City of Folsom Public Works Department. ***Significance after Mitigation: significant and unavoidable***		
3A.15-3: Potential Impacts Associated with the City's Transportation Impact Fee Program. The City of Folsom has a transportation impact fee program to implement roadway facilities (those identified in the City General Plan for implementation before Year 2030) within the city limits. However, this fee program does not cover the new roadway facilities that will be needed due to the Proposed Project or alternative.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the project applicant(s) for ~~all project phases~~ any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan. Implementation: City of Folsom and Applicant(s) Timing: As a condition of project approval and/or as a condition of the development agreement for all project phases. Enforcement: City of Folsom Public Works Department. ***Significance after Mitigation: significant and unavoidable***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4: Increases to Peak-Hour and Daily Traffic Volumes, Resulting in Unacceptable Levels of Service, under Cumulative (2030) Conditions. Implementation of the Proposed Project (or alternatives) and other reasonably foreseeable development would cause an increase in a.m. peak traffic hour, p.m. peak traffic hour, and/or daily traffic volumes on area roadways, resulting in unacceptable LOS and warranting the need for improvements such as traffic signals and additional lanes under cumulative (2030) conditions. **NP:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NP:** no direct or indirect
3A.15-4a: Unacceptable LOS at the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2) under Cumulative (2030) Conditions. This signalized intersection would degrade to an unacceptable level of service D or E with an increase of five or more seconds of delay during the a.m. peak traffic hour under cumulative (2030) conditions. **NCP, RIM:** No mitigation measures are required. **PP, CD, RHD: Mitigation Measure 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2). Implementation: City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***	Land	**NCP, RIM:** LTS **PP, CD, RHD:** significant

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4b: Unacceptable LOS at the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6) under Cumulative (2030) Conditions. This signalized intersection would degrade to an unacceptable level of service D with an increase of five or more seconds of delay during the p.m. peak traffic hours under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6). To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4c: Unacceptable LOS at the East Bidwell Street/College Street Intersection (Folsom Intersection 7) under Cumulative (2030) Conditions. Project or build alternative traffic would increase delay at this deficient intersection by more than 5 seconds during the p.m. peak traffic hour under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-7c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7). Implementation: City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4d: Unacceptable LOS at the East Bidwell Street /Iron Point Road Intersection (Folsom Intersection 21) under Cumulative (2030) Conditions. This signalized intersection would degrade to an unacceptable LOS F during the p.m. peak traffic hours under the Proposed Project Alternative and all of the build alternatives under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21). To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4e: Unacceptable LOS at the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23) under Cumulative (2030) Conditions. Traffic increases would increase the delay at this deficient intersection by more than 5 seconds under cumulative (2030) conditions.	Land	**NCP, PP, RIM:** LTS **CD, RHD:** significant
NCP, PP, RIM: No mitigation measures are required. **CD, RHD: Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).** To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23). Implementation: City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be build. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4f: Unacceptable LOS at the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24) under Cumulative (2030) Conditions. During the p.m. peak traffic hour, this intersection would operate at LOS E or F with an increase in delay of 5 or more seconds under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24). To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: ▸ The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. ▸ The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. ▸ The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. ▸ The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24). Implementation: City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: less than significant***		
3A.15-4g: Unacceptable LOS at the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33) under Cumulative (2030) Conditions. This new signalized intersection would operate at an unacceptable LOS D during the a.m. peak traffic hour with the addition of Proposed Project Alternative and alternative traffic under cumulative (2030) conditions.	Land	**NCP, RIM:** LTS **PP, CD, RHD:** significant
NCP, RIM: No mitigation measures are required. **PP, CD, RHD: Mitigation Measure 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).** To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements. Implementation: City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
project phase the improvement should be built. Enforcement: City of Folsom Public Works Department ***Significance after Mitigation: <u>less than</u> significant ~~and unavoidable~~***		
3A.15-4h: LOS D at the Scott Road (East)/Easton Valley Parkway Intersection (Intersection 38) under Cumulative (2030) Conditions. This new signalized intersection would operate at LOS D during the p.m. peak traffic hour with project traffic under cumulative (2030) conditions. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**NCP, PP, RIM, CD, RHD:** LTS
3A.15-4i: Unacceptable LOS at the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3) under Cumulative (2030) Conditions. This signalized intersection would degrade to an unacceptable LOS F during the a.m. peak traffic hours under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). Implementation: Sacramento County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Sacramento County Department of Transportation. ***Significance after Mitigation: significant and unavoidable***		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4j: Unacceptable LOS on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7) under Cumulative (2030) Conditions. Operating conditions of these deficient roadway segments would deteriorate and the V/C ratio would increase by more than 0.05 with project traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. Implementation: Sacramento County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Sacramento County Department of Transportation. ***Significance after Mitigation: less than significant***		
3A.15-4k: Unacceptable LOS on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8) under Cumulative (2030) Conditions. Operating conditions of this deficient roadway segment would degrade by increasing the V/C by 0.05 with increased traffic under cumulative (2030) conditions.	Land	**NCP, PP, CD, RHD:** significant **RIM:** LTS
NCP, PP, CD, RHD: Mitigation Measure 3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Implementation: Sacramento County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Sacramento County Department of Transportation. **RIM:** No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.15-4l: Unacceptable LOS on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13) under Cumulative (2030) Conditions. Operation of these deficient roadway segments degrade with the V/C ratio increasing by more than 0.05 with project and alternative traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13). To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13). Implementation: Sacramento County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Sacramento County Department of Transportation. ***Significance after Mitigation: significant and unavoidable***		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4m: Unacceptable LOS on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22) under Cumulative (2030) Conditions. Operation of this roadway segment would degrade this LOS F segment by increasing the V/C ratio by more than 0.05 with project and alternative traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4m: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). Implementation: Sacramento County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Sacramento County Department of Transportation. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4n: Unacceptable LOS on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28) under Cumulative (2030) Conditions. Operating conditions on this roadway segment would deteriorate from an acceptable LOS D to an unacceptable LOS F with the Centralized Development , Reduced Hillside Development alternative under cumulative (2030) conditions, and deteriorate from an acceptable LOS D to an unacceptable LOS E with the Propose Project, No Federal Action and Resource Impact Minimization alternatives under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4n: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).

Implementation: Sacramento County Department of Transportation.

Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.

Enforcement: Sacramento County Department of Transportation.

Significance after Mitigation: significant and unavoidable

3A.15-4o: Unacceptable LOS at the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1) under Cumulative (2030) Conditions. This signalized intersection would degrade to an unacceptable LOS F during the a.m. peak traffic hour under cumulative (2030) conditions.

Land

NCP, PP, RIM, CD, RHD: significant

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).

Implementation: El Dorado County Department of Public Works.

Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.

Enforcement: El Dorado County Department of Public Works.

Significance after Mitigation: significant and unavoidable

3A.15-4p: Unacceptable LOS at the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1) under Cumulative (2030) Conditions. This signalized intersection would degrade from an unacceptable LOS F during the a.m. and p.m. peak traffic hours with an increase in the delay at this intersection during the a.m. and p.m. peak traffic hours by more than 5 seconds under cumulative (2030) conditions.

Land

NCP, PP, RIM, CD, RHD: significant

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1) Implementation: ~~California Department of Transportation~~ Sacramento County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~California Department of Transportation~~ Sacramento County Department of Transportation. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4q: Unacceptable LOS on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1) under Cumulative (2030) Conditions. Project traffic would increase on this LOS F freeway segment under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). Implementation: Capitol Southeast Connecter Joint Powers Authority. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Capitol Southeast Connecter Joint Powers Authority. ***Significance after Mitigation: significant and unavoidable***		

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B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4r: Unacceptable LOS on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3) under Cumulative (2030) Conditions. Project traffic would increase on this LOS F freeway segment under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). Implementation: Capitol Southeast Connecter Joint Powers Authority. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Capitol Southeast Connecter Joint Powers Authority. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4s: Unacceptable LOS on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5) under Cumulative (2030) Conditions. This freeway segment would deteriorate from LOS E to LOS F during the a.m. and p.m. peak traffic hours with project and build alternative traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). Implementation: Capitol Southeast Connecter Joint Powers Authority. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: Capitol Southeast Connecter Joint Powers Authority. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4t: Unacceptable LOS on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6) under Cumulative (2030) Conditions. This freeway segment would degrade to an unacceptable LOS F during the a.m. peak traffic hour with project and build alternative traffic, and this deficient freeway segment (LOS F) would experience higher volumes during the p.m. peak traffic hour with the addition of traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4t: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). Implementation: ~~California Department of Transportation~~City of Folsom Public Works Department Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~California Department of Transportation~~City of Folsom Public Works Department ***Significance after Mitigation: significant and unavoidable***		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.15-4u: Unacceptable LOS at the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6). Project and alternative traffic would increase at this LOS F freeway merge during the a.m. and p.m. peak traffic hours with project and build alternative traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4u: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6). Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~California Department of Transportation~~ City of Folsom Public Works Department. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4v: Unacceptable LOS at the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). Project and alternative traffic would increase at this LOS F freeway weave during the a.m. and p.m. peak traffic hours with project and build alternative traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4v: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
project phase the improvement should be built. Enforcement: ~~California Department of Transportation~~ City of Folsom Public Works Department. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4w: Unacceptable LOS at the U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). Project and alternative traffic would increase at this LOS F freeway merge during the a.m. and p.m. peak traffic hours with project traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. Enforcement: ~~California Department of Transportation~~ City of Folsom Public Works Department. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4x: Unacceptable LOS at the U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). This freeway merge would degrade to an unacceptable LOS F during the a.m. and p.m. peak traffic hours with the project and build alternative traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27). Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which		

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
project phase the improvement should be built. Enforcement: ~~California Department of Transportation~~ City of Folsom Public Works Department. ***Significance after Mitigation: significant and unavoidable***		
3A.15-4y: Unacceptable LOS at the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). Project and alternative traffic would increase at this LOS F freeway merge during the a.m. and p.m. peak traffic hours with project and build alternative traffic under cumulative (2030) conditions.	Land	**NCP, PP, RIM, CD, RHD:** significant
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department and Sacramento County Department of Transportation. Timing: Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be build. Enforcement: ~~California Department of Transportation~~ City of Folsom Public Works Department and Sacramento County Department of Transportation. ***Significance after Mitigation: significant and unavoidable***		
3B.15 TRAFFIC AND TRANSPORTATION - WATER		
3B.15-1: Temporary and Short-Term Reduction in Roadway Capacity during Construction. Off-site Water Facility Alternatives construction could result in temporary reductions in roadway capacities, which could be substantial in relation to existing volume-to-capacity ratios on local roadways and congestion at intersections.	Water	**NCP, PA, 1, 1A:** direct & indirect PS (*construction*) direct significant (*heavy trucks*) **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS, no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.15-1a: Prepare Traffic Control Plan. Prior to construction, the City shall prepare a Traffic Control Plan for roadways and intersections affected by Off-site Water Facilities-related construction. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans. The Traffic Control Plan to be prepared by the construction contractor(s) shall, at minimum, include the following measures: ► Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.		

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Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance

Mitigation

- Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.
- Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).
- The City shall provide a minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.
- The City, in cooperation with its contractor(s), shall provide a phone number and community contact for inquiries about the schedule of the Off-site Water Facilities throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.
- To the extent practical depending the alignment of the selected Off-site Water Facility Alternative, the City shall maximize opportunities for coordinated construction and installation of the conveyance pipeline with other planned roadway improvement projects.

Implementation: City of Folsom Utilities Department

Timing: Prior to and during construction of all Off-site Water Facilities

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Mitigation Measure 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions.

Prior to construction, the City's construction contractor(s) shall be responsible for assessing current road conditions for Off-site Water Facilities-related haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with the City of Rancho Cordova and Sacramento County shall review the post construction restoration standards for each of the affected roadways. The City shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.

Implementation: City of Folsom Utilities Department

Timing: Prior to and during construction of all Off-site Water Facilities

Enforcement:
1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.
2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.
3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.

Significance after Mitigation: less than significant

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.15-2: Exceedance of Established Level of Service Standards for Local Roadways. The implementation of Off-site Water Facility Alternatives could cause traffic conditions to exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** Implement Mitigation Measure 3B.15-1a. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS, no indirect Direct & indirect LTS (*traffic-related impacts*)
3B.15-3: Increased Traffic Hazards on Local Roadways. Implementation of the Off-site Water Facility Alternatives could substantially increase hazards on local roadways due to the presence of incompatible uses, such as construction equipment. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** Implement Mitigation Measure 3B.15-1a. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS, no indirect
3B.15-4: Possible Inadequate Emergency Vehicle Access. Construction of the Off-site Water Facilities could result in disruptions to emergency access. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS, no indirect
3A.16 UTILITIES AND SERVICE SYSTEMS - LAND		
3A.16-1: Increased Demand for On-Site Wastewater Collection and Conveyance Facilities and the Off-Site Force Main. Project implementation would result in increased generation of wastewater. **ON-SITE** **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.16-1: Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.** Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system	Land	**ON-SITE** **NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct PS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** Direct LTS, indirect impacts evaluated throughout EIR/EIS

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. Implementation: The project applicant(s) of all project phases. Timing: Before approval of final maps and issuance of building permits for any project phases. Enforcement: City of Folsom Community Development Department and City of Folsom Public Works Department. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.16-2: Increased Demand for SRCSD Off-Site Wastewater Collection and Conveyance Facilities. The wastewater generated within the 3,313-acre SRCSD service area would require off-site collection facilities to the Folsom East Interceptor. **ON-SITE** **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** No direct or indirect
3A.16-3: Increased Demand for SRWTP Wastewater Treatment Plant Facilities. Project implementation would result in increased generation of wastewater. Collected wastewater flows from the 3,313-acre SRCSD portion of the SPA would ultimately be transported to the SRWTP for treatment and disposal. **ON-SITE** **NP:** No mitigation measures are required. **NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity.** The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–	Land	**ON-SITE** **NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct PS, indirect SU **OFF-SITE** Direct LTS & indirect impacts evaluated throughout EIR/EIS

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.

Implementation: The project applicant(s) of all project phases.

Timing: Before approval of final maps and issuance of building permits for any project phases.

Enforcement: City of Folsom Community Development Department and City of Folsom Public Works Department.

OFF-SITE

No mitigation measures are required.

Significance after Mitigation: significant and unavoidable

3A.16-4: Increased Demand for EID Off-Site Wastewater Collection and Conveyance Facilities. The wastewater generated within the 189-acre EID service area would require off-site wastewater collection and conveyance facilities to the EID facility.

Land

ON-SITE

NP: no direct or indirect

NCP, PP, RIM, CD, RHD: direct & indirect PS

OFF-SITE

No direct or indirect

ON-SITE

NP: No mitigation measures are required.

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.16-4: Submit Proof of Adequate EID Off-Site Wastewater Conveyance Facilities and Implement EID Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall obtain proof from EID that an adequate wastewater conveyance system either has been constructed or is ensured through the use of bonds or other sureties. The project applicants of all project phases shall submit this proof to the City of Folsom. EID off-site wastewater conveyance infrastructure sufficient to provide adequate service to project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, and before issuance of occupancy permits, or their financing shall be ensured to the satisfaction of the City.

Implementation: The project applicant(s) of all project phases.

Timing: Before approval of final maps and issuance of building permits for any project phase.

Enforcement: City of Folsom Community Development Department and City of Folsom Public Works Department.

OFF-SITE

No mitigation measures are required.

Significance after Mitigation: potentially significant and unavoidable

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.16-5: Increased Demand for El Dorado Hills Wastewater Treatment Plant Facilities. Project implementation would result in increased generation of wastewater. Collected wastewater flows from the 189-acre EID portion of the SPA would ultimately be transported to the El Dorado Hills WWTP for treatment and disposal.	Land	**ON-SITE** **NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct & indirect PS **OFF-SITE** No direct or indirect
ON-SITE **NP:** No mitigation measures are required. **PP: Mitigation Measure 3A.16-5: Demonstrate Adequate El Dorado Hills Wastewater Treatment Plant Capacity.** The project applicant(s) of all project phases shall demonstrate adequate capacity at the El Dorado Hills WWTP for new wastewater flows generated by project development. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by EID. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate El Dorado Hills WWTP capacity is available for the amount of development identified in the tentative map. Implementation: The project applicant(s) of all project phases. Timing: Before approval of final maps and issuance of building permits for any project phases involving the El Dorado Hills WWTP. Enforcement: City of Folsom Community Development Department and City of Folsom Public Works Department. **RIM, CD, RHD, NF:** Implement Mitigation Measure 3A.16-6. **OFF-SITE** No mitigation measures are required. ***Significance after Mitigation: potentially significant and unavoidable***		
3A.16-6: Short-Term Generation of Solid Waste during Project Construction. Project construction would generate short-term construction-related debris and waste.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** No direct or indirect
NP: No mitigation measures are required. **NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.16-7: Increased Long-Term Generation of Solid Waste. Project implementation would increase long-term solid-waste generation. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, no indirect **OFF-SITE** No direct or indirect
3A.16-8: Increased Demand for Electricity and Infrastructure. Project implementation would increase the demand for electricity and electrical infrastructure. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect
3A.16-9: Increased Demand for Natural Gas and Infrastructure. Project implementation would increase the demand for natural gas and infrastructure and would include the extension of existing natural gas pipelines. **NP, NCP, PP, RIM, CD, RHD:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3A.16-10: Increased Demand for Telecommunications Service and Infrastructure. Project implementation would increase the demand for telecommunications service and infrastructure and would include the extension of existing telecommunication lines.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.16-11: Increased Demand for Cable Television and Communications Service and Infrastructure. Project implementation would increase the demand for cable television service and infrastructure and would include the extension of existing cable television lines.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, indirect impacts evaluated throughout EIR/EIS **OFF-SITE** No direct or indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3A.16-12: Increased Energy Demand. Project implementation would increase energy consumption during construction and operation.	Land	**ON-SITE** **NP:** direct LTS, no indirect **NCP, PP, RIM, CD, RHD:** direct LTS, indirect uncertain **OFF-SITE** direct LTS, no indirect
NP, NCP, PP, RIM, CD, RHD: No mitigation measures are required. ***Significance after Mitigation: less than significant***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.16 UTILITIES AND SERVICE SYSTEMS - WATER		
3B.16-1: Generation of Wastewater. The operation of the Off-site Water Facility Alternatives would generate wastewater that would require off-site conveyance and treatment. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct & indirect LTS
3B.16-2: Changes in Operation of the Central Valley Project Water Supply Entitlement. The operation of the Off-site Water Facility Alternatives would not infringe upon the water rights of other legal users of water. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect
3B.16-3: Potential Disruption to Existing Utilities and Infrastructure. Construction of the Off-site Water Facilities has the potential to disrupt existing public and private utilities and infrastructure.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as "pot-holing"). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider. Implementation: City of Folsom Utilities Department Timing: Prior to construction of all Off-site Water Facilities Enforcement: Public and Private Utilities, where applicable, including: Sacramento County Sanitation District, Pacific Gas and Electric, Sacramento Municipal Utility District, City of Folsom Public Works Department, Sacramento County Department of Water Resources, Sacramento County Water Agency, City of Rancho Cordova Public Works Department, Sacramento County Roads and Airports, Golden State Water Company, and Aerojet Corporation. **Mitigation Measure 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.** Prior to installation, the City shall consult with SCWA, SRCSD, CSD-1, and PG&E to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities. Implementation: City of Folsom Utilities Department		

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
Timing: Prior to construction of all Off-site Water Facilities Enforcement: Public and Private Utilities, where applicable, including: Sacramento County Sanitation District, Pacific Gas and Electric, Sacramento Municipal Utility District, City of Folsom Public Works Department, Sacramento County Department of Water Resources, Sacramento County Water Agency, City of Rancho Cordova Public Works Department, Sacramento County Roads and Airports, Golden State Water Company, and Aerojet Corporation. ***Significance after Mitigation: less than significant***		
3B.16-4: Increased Generation of Solid Waste. Construction and operation of the Off-site Water Facilities would generate solid waste, which could impact the City's ability to comply with solid waste diversion requirements of the state.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: No mitigation measures are required. ***Significance after Mitigation: less than significant***		
3B.16-5: Potential Inefficient Energy Consumption. Construction and operation of the Off-site Water Facilities could result in the inefficient consumption of energy thereby adversely affecting current and future energy conservation efforts.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Implement Mitigation Measures 3B.4-1a and 3B.4-1b. ***Significance after Mitigation: less than significant***		
3B.17 GROUNDWATER - WATER		
3B.17-1: Exceedance of Water Quality Standards and Requirements for Groundwater. The Off-site Water Facilities could generate discharges to or contribute to the depletion of groundwater resources thereby potentially directly and indirectly violating water quality standards or waste discharge requirements.	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct PS & no indirect
NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A: Mitigation Measure 3B.17-1a: Implement Construction Dewatering Best Management Practices. During construction at site locations containing high groundwater, if groundwater from dewatering activities cannot be contained within the construction area (e.g. pipeline corridor, WTP), it shall be pumped to an authorized onsite land area, existing detention facilities, or Baker tanks or equivalent with sufficient capacity to control the volume of groundwater. Tanks shall be equipped with either a gel coagulant, a filter system, or other containment to remove sediment. The Off-site Water Facilities Stormwater Pollution Prevention Plan (SWPPP) shall include BMPs, as appropriate, to retain, treat, and dispose of groundwater from dewatering activities. Measures shall include, but not limited to, the following: ► temporarily retain pumped groundwater, as appropriate, to reduce turbidity and concentrations of suspended sediments before discharge to surface waterways; ► convey pumped groundwater to a suitable land disposal area capable of percolating flows; and/or		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
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B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
► incorporate other applicable measures from the Caltrans Storm Water Quality Handbook, Section 7: Dewatering Operations (2004). Implementation: City of Folsom Utilities Department Timing: Prior to and during construction Enforcement: 1. California Department of Fish and Game or Regional Water Quality Control Board 2. City of Folsom Community Development Department. 3. Sacramento County Planning Department or City of Rancho Cordova Planning Department for improvements within their respective jurisdictions. **Mitigation Measure 3B.17-1b: Implement a Dewatering Discharge Monitoring Program.** A groundwater discharge monitoring program shall be implemented to ensure that receiving water quality does not exceed levels that would impact aquatic resources and agricultural use. If monitoring reveals that water quality would impact these beneficial uses, discharges to surface waterways shall be reduced or diluted to acceptable levels, or terminated. If discharges are reduced or terminated, groundwater shall be disposed through land application. Groundwater collected during dewatering shall be tested for contamination prior to disposal and comply with Central Valley RWQCB requirements. Implementation: City of Folsom Utilities Department Timing: Prior to and during construction Enforcement: 1. California Department of Fish and Game or Regional Water Quality Control Board 2. City of Folsom Community Development Department. 3. Sacramento County Planning Department or City of Rancho Cordova Planning Department for improvements within their respective jurisdictions. ***Significance after Mitigation: less than significant***		
3B.17-2: Depletion of Groundwater Supplies Through Pumping. The Off-site Water Facilities is unlikely to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater levels. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
3B.17-3: Alteration of Surface Water Hydrology through Substantial Groundwater Pumping. Substantial groundwater pumping from the Excelsior Well Field required by Off-site Water Facilities operations could alter existing surface hydrology. **NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** No mitigation measures are required. ***Significance after Mitigation: less than significant***	Water	**NCP, PA, 1, 1A, 2, 2A, 2B, 3, 3A, 4, & 4A:** direct LTS & no indirect
3A.18 WATER SUPPLY - LAND		
3A.18-1: Increased Demand for Water Supplies. Project water demands would require the acquisition of surface water entitlements from the Natomas Central Mutual Water Company to provide a reliable water supply.	Land	**ON-SITE** **NP:** no direct or indirect **NCP, PP, RIM, CD, RHD:** direct PS **OFF-SITE** Direct LTS, indirect impacts evaluated throughout EIR/EIS
NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability. a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. Implementation: The project applicant(s) of all project phases. Timing: Before approval of final maps and issuance of building permits for any project phases. Enforcement: City of Folsom Community Development Department and City of Folsom Public Works Department. ***Significance after Mitigation: less than significant***		

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

3A.18-2: Increased Demand for Off-Site Water Conveyance and Treatment Facilities. Project implementation would result in increased demand for off-site water treatment facilities to deliver water to customers on the project site.

Land

ON-SITE
NP: no direct or indirect
NCP, PP, RIM, CD, RHD: direct PS, indirect impacts evaluated throughout EIR/EIS

OFF-SITE
Direct LTS, indirect impacts evaluated throughout EIR/EIS

NCP, PP, RIM, CD, RHD: Mitigation Measure 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.

Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of ~~all project phases~~ any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.

Implementation: The project applicant(s) ~~all project phases~~ for any particular discretionary development application.

Timing: Before approval of final maps and issuance of building permits for any project phases.

Enforcement: City of Folsom Community Development Department and City of Folsom Public Works Department.

Mitigation Measure 3A.18-2b: Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).

If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) ~~all project phases~~ for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.

Implementation: The project applicant(s) ~~all project phases~~ for any particular discretionary development application.

Timing: Before approval of final maps and issuance of building permits for any project phases.

Enforcement: City of Folsom Community Development Department and City of Folsom Public Works Department.

Significance after Mitigation: less than significant

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
CUMULATIVE - LAND		
Land Use Compatibility with High-Volume Arterial Roadways. When quarry truck trips are added to modeled roadway segments before the year 2030, traffic volumes within 400 feet of sensitive receptors that would be constructed in the SPA could result in exposure of those receptors to high levels of toxic air contaminants (see Table 4-4). Therefore, this direct impact would be potentially significant. No indirect impacts would occur.	Land	

~~Cumulative Mitigation Measure AIR-1 Land: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.~~

~~The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County of Sacramento. The City's authority to control the activities of the quarry trucks includes restrictions or actions that would be applicable within the City's jurisdictional boundaries. For example, the City could designate truck routes through the City consistent with California Vehicle Code section 21101(e), including truck routes in the Folsom South of U.S. 50 project area, so as to prohibit or limit quarry trucks' use of City roads adjacent to areas where projected truck traffic volumes would otherwise result in exposure of sensitive receptors to operational emissions of toxic air contaminants from quarry truck traffic and/or traffic safety hazards. If this approach is selected by the City, then prior to the approval of the first tentative subdivision map or any other discretionary project approval that would place sensitive receptors along any roads the quarry trucks could use to access U.S. 50, the City's traffic department and consultants shall analyze and propose to the City Council for approval designated truck routes from the quarries through City jurisdiction to access U.S. 50 that would allow a level of truck traffic that would avoid any potentially significant impact on sensitive receptors from toxic air contaminant emissions within the Folsom South of U.S. 50 project area, as well as any other existing or planned uses that would contain sensitive receptors, so as to ensure that the risk of cancer to sensitive receptors is no more than 296 in one million (or such different threshold of significance recommended by SMAQMD or ARB at the time, if any) as may be determined by a Health Risk Assessment (HRA) paid for by the applicant.~~

~~As an alternative to designating truck routes, the following measures could be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to reduce exposure of sensitive receptors to TACs generated by quarry truck traffic and are encouraged:~~

- ~~The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.~~
- ~~A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:~~

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance

Mitigation

- ~~Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.~~
- ~~Implement tiered tree planting of fine needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).~~
- ~~To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:~~
  - ~~equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;~~
  - ~~use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;~~
  - ~~locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and~~
  - ~~Develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.~~

~~To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.~~

~~Implementation: The project applicant(s) of the Folsom South of 50 Specific Plan project.~~

~~Timing: Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.~~

~~Enforcement: City of Folsom Community Development Department.~~

~~Significance after Mitigation: less than significant~~

Cumulative Mitigation Measure AIR-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.

The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

B (Beneficial) NI (No impact) LTS (Less than significant) PS (Potentially significant) S (Significant) SU (Significant and unavoidable)

Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)

Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.

As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:

- The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.
- A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the ~~quarry~~ truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:

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CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance

Mitigation

- Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.
- Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).
- To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:
  - equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;
  - use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;
  - locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and
  - develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.

To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.

Implementation: The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.

Timing: Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.

Enforcement: City of Folsom Community Development Department.

NP (No Action/No Project) NCP (No USACE Permit) PP (Proposed Project) RIM (Resource Impact Minimization)
CD (Centralized Development) RHD (Reduced Hillside Development) PA (Preferred Off-site Water Facility Alternative)

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		
CUMULATIVE - NOISE		
Compatibility of Sensitive Land Uses with the Ambient Noise Environment. The 60-dB L_{dn}/CNEL noise contours for adjacent roadways (i.e., U.S. 50, White Rock Road, and Prairie City Road) with the inclusion of projected quarry truck trips completely encompass the SPA. Even considering that a typical 6-foot sound wall would reduce noise levels from approximately 5-6 dB and for each additional foot of wall another 1 dB (Caltrans 1998), and incorporating the maximum setback distance feasible, noise levels would still exceed applicable standards at those sensitive uses proposed as part of the project. Thus, the incremental contribution of the "Land" portion of the project to this significant cumulative impact would be cumulatively considerable.	Land	

~~**Cumulative Mitigation Measure Noise-1 Land: Implement Measures to Reduce Exposure of Sensitive Receptors to Increased Traffic Noise Levels from Quarry Truck Traffic.**~~

~~The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County of Sacramento. The City's authority to control the activities of the quarry trucks includes restrictions or actions that would be applicable within the City's jurisdictional boundaries. For example, the City could designate truck routes through the City consistent with California Vehicle Code section 21101(c), including truck routes in the Folsom South of U.S. 50 project area, so as to prohibit or limit quarry trucks' use of City roads adjacent to areas where projected truck traffic volumes would otherwise result in exposure of sensitive receptors to operational noise from quarry truck traffic and/or traffic safety hazards. If this approach is selected by the City, then prior to the approval of the first tentative subdivision map or any other discretionary approval that would place sensitive receptors along any roads the quarry trucks could use to access U.S. 50, the City's traffic department and consultants shall analyze and propose to the City Council for approval designated truck routes from the quarries through City jurisdiction to access U.S. 50 that would allow a level of truck traffic that would avoid any potentially significant impact on sensitive receptors from truck traffic noise within the Folsom South of U.S. 50 project area, as well as any other existing or planned uses that would contain sensitive receptors, so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive.~~

~~As an alternative to designating truck routes, the following measures could be voluntarily implemented by the quarry project applicant(s) (Granite [Walltown], Teichert, and DeSilva Gates) to reduce exposure of new sensitive receptors developed in the SPA to increases in traffic noise levels generated by quarry truck traffic, and are encouraged.~~

- ~~The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.~~
- ~~A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4.8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three-dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose~~

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

~~of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:~~

- ~~Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).~~
- ~~Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.~~
- ~~To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools:~~
  - ~~Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB L_{dn} without quarry trucks.~~
  - ~~Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB L_{dn} with the inclusion of quarry truck traffic.~~

~~Implementation: The project applicant(s) of the Folsom South of 50 Specific Plan project.~~

~~Timing: Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.~~

~~Enforcement: City of Folsom Community Development Department.~~

~~***Significance after Mitigation: less than significant***~~

Cumulative Mitigation Measure NOISE-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.

The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)

Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the ~~implementation~~ of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.

As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:

- The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.
- A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling

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Table 1-1
Summary of Impacts and Mitigation Measures

Impact	Land/Water/GPA	Significance
Mitigation		

program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:

- Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).
- Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.
- To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools:
  - Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks.
  - Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic.

    To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.

Implementation: The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.

Timing: Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.

Enforcement: City of Folsom Community Development Department.

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NP (No Action/No Project)
CD (Centralized Development)
NCP (No USACE Permit)
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