



May 2018

FINAL ENVIRONMENTAL IMPACT REPORT

# Folsom Corporation Yard Sphere of Influence Amendment and Annexation

LAFCo # 01-17 SCH # 2017112020



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

PREPARED FOR:  
Sacramento LAFCo  
and City of Folsom

**Final Environmental Impact Report  
for the  
Folsom Corporation Yard  
Sphere of Influence Amendment and Annexation**

**State Clearinghouse No. 2017112020**

**LAFCo No. 01-17**

**PREPARED FOR**

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**May 2018**

# TABLE OF CONTENTS

<b>Section</b>		<b>Page</b>
	<b>ACRONYMS AND ABBREVIATIONS .....</b>	<b>vi</b>
<b>1</b>	<b>INTRODUCTION .....</b>	<b>1-1</b>
1.1	Purpose and Intended Uses of this Final EIR .....	1-1
1.2	Project Location.....	1-1
1.3	Project Objectives.....	1-2
1.4	Summary Description of the Project .....	1-2
1.5	Major Conclusions of the Environmental Analysis .....	1-3
1.6	Summary of Project Alternatives .....	1-3
1.7	CEQA Public Review Process .....	1-4
1.8	Organization of this Final EIR.....	1-4
<b>2</b>	<b>COMMENTS AND RESPONSES.....</b>	<b>2-1</b>
2.1	Format of Comments and Responses.....	2-1
2.2	List of Commenters .....	2-1
2.3	Responses to Comments on the Draft EIR .....	2-2
<b>3</b>	<b>CORRECTIONS AND REVISIONS TO THE DRAFT EIR.....</b>	<b>3-1</b>
3.1	Introduction.....	3-1
3.2	Draft EIR Revisions and Corrections .....	3-1
<b>4</b>	<b>MITIGATION MONITORING AND REPORTING PROGRAM.....</b>	<b>4-1</b>
4.1	Purpose of Mitigation Monitoring and Reporting Program .....	4-1
4.2	Roles and Responsibilities.....	4-1
4.3	Mitigation Monitoring and Reporting Program Table .....	4-2
<b>5</b>	<b>REPORT PREPARERS .....</b>	<b>5-1</b>
<b>6</b>	<b>REFERENCES .....</b>	<b>6-1</b>

## Appendices

Appendix A Air Quality Mitigation Calculations

## Tables

Table 2-1	List of Commenters .....	2-1
Table 4-1	Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation.....	4-3

## ACRONYMS AND ABBREVIATIONS

Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Folsom
Draft EIR	draft environmental impact report
ESA	Environmental Site Assessment
GA-80	General Agricultural 80-acre
JPA	Joint Powers Authority
LAFCo	Local Agency Formation Commission
MMRP	mitigation monitoring and reporting program
NOA	notice of availability
NOP	notice of preparation
project	Folsom Corporation Yard Sphere of Influence Amendment and Annexation
RWQCB	Regional Water Quality Control Board
SCN	State Clearinghouse Number
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SOIA	Sphere of Influence Amendment
SSHCP	South Sacramento Habitat Conservation Plan
SVRA	State Vehicular Recreation Area
SWRCB	State Water Regional Control Board
UDA	Urban Development Area

# 1 INTRODUCTION

This document has been prepared under City of Folsom (City) and Sacramento Local Agency Formation Commission (LAFCo) direction, as lead agencies, in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387) (“CEQA Guidelines”). This document contains responses to comments received on the draft environmental impact report (Draft EIR) for the Folsom Corporation Yard Sphere of Influence Amendment (SOIA) and Annexation (project), as well as revisions to the Draft EIR in response to comments. The Final EIR for the project consists of the Draft EIR and this document (response to comments document). For convenience, this document is referred to as the Final EIR. All references to the Final EIR are intended to include the Draft EIR, responses to comments, and all supporting documentation.

## 1.1 PURPOSE AND INTENDED USES OF THIS FINAL EIR

CEQA requires a lead agency that has prepared a Draft EIR to consult with and obtain comments from responsible and trustee agencies that have jurisdiction by law with respect to the project, as well as from other interested parties including the public, and to provide an opportunity to comment on the Draft EIR. The Final EIR is the mechanism for responding to these comments. This Final EIR has been prepared to respond to comments received on the Draft EIR; to present corrections, revisions, and other clarifications and amplifications to the Draft EIR made in response to these comments; and to provide a Mitigation Monitoring and Reporting Program for the project. The Final EIR will be used to support the County’s decision regarding whether to approve the proposed ordinance.

This Final EIR will also be used by CEQA responsible and trustee agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. 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 that have jurisdiction over portions of the project.

The following federal, responsible, and trustee agencies may have jurisdiction over elements of the project:

- ▲ Sacramento Regional County Sanitation District;
- ▲ State Water Resources Control Board;
- ▲ Central Valley Regional Water Quality Control Board;
- ▲ U.S. Army Corps of Engineers;
- ▲ California Department of Fish and Wildlife; and
- ▲ Sacramento Metropolitan Air Quality Management District.

## 1.2 PROJECT LOCATION

The project site is located at the southeast corner of Prairie City Road and White Rock Road, just west of Scott Road in Sacramento County, California (Draft EIR Exhibit 2-1). It includes a portion of APNs 072-0060-052 and 072-0110-001 (Draft EIR Exhibit 2-2).

## 1.3 PROJECT OBJECTIVES

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

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

## 1.4 SUMMARY DESCRIPTION OF THE PROJECT

The project includes amending the respective spheres of influence for the City of Folsom and the Sacramento Regional County Sanitation District (Regional San), amending the City's general plan, annexing an approximately 58-acre property into the City, and rezoning the site for future use as a City corporation yard. The project would include a reorganization of service district boundaries, including the annexation and detachment of 57.8 acres from the following service districts:

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

While development of a corporation yard is not part of this project, it is a likely outcome of an SOIA, general plan amendment, rezone, and annexation, and therefore the impacts of a reasonable development scenario were described and evaluated throughout the Draft EIR. The approximately 58-acre site would include 36.03 acres for the future corporation yard, 16.25 acres for SouthEast Connector right-of-way, and 5.12 acres to realign Scott Road. In addition, a 0.8-acre easement is included in the project but not in the SOIA/annexation area. The SouthEast Connector right-of-way area is included as part of the Folsom Corporation Yard SOIA/annexation project, but development of this area is not included in the potential development scenario described in Draft EIR Chapter 2, Project Description. The SouthEast Connector would be developed as a separate project by the SouthEast Connector Joint Powers Authority through a separate process from future Folsom Corporation Yard development.

## 1.5 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. The Draft EIR evaluated impacts to environmental resources that could result from implementation of the project and discusses mitigation measures that could be implemented by Sacramento LAFCo to reduce potential adverse impacts to a level that is considered less than significant. The impacts and mitigation measures are identified Draft EIR Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, and are summarized in Draft EIR Table ES-1. Draft EIR Chapter 4, *Cumulative Impacts*, provides a discussion of cumulative impacts.

Implementation of the project would result in significant and unavoidable impacts in the following resource areas:

- ▲ Aesthetics (Draft EIR Section 3.1);
- ▲ Agriculture and Forestry Resources (Draft EIR Section 3.2);
- ▲ Air Quality (Draft EIR Chapter 4);
- ▲ Biological Resources (Draft EIR Chapter 4);
- ▲ Energy (Draft EIR Section 3.6, Chapter 4);
- ▲ Noise and Vibration (Draft EIR Section 3.10, Chapter 4);

## 1.6 SUMMARY OF PROJECT ALTERNATIVES

State CEQA Guidelines Section 15126.6, as amended, mandates that all EIRs include a comparative evaluation of the proposed project with alternatives to the project that are capable of attaining most of the project's basic objectives, but would avoid or substantially lessen any of the significant effects of the project. CEQA requires an evaluation of a "range of reasonable" alternatives, including the "no project" alternative. Chapter 5, *Project Alternatives*, of the Draft EIR provides an analysis of the comparative impacts anticipated from the following alternative to the proposed project:

- ▲ **Alternative 1: No Project** – This alternative would consist of not approving the Folsom Corporation Yard SOIA, annexation, or changes to land use/zoning designations. The SOIA/annexation area would remain under the jurisdiction of Sacramento County with no changes to the current General Agriculture 80 land use designation and Special Planning Area zoning.

Over the past 10 years, the City has engaged in a comprehensive evaluation of site options for relocation of its corporation yard including the preparation of a June 2016 memo evaluating potential sites and review of new site options since that time. As a result of that evaluation, the City has undertaken a good-faith effort at bringing forward potential feasible site options for consideration. The project has been recommended because it meets the City's objectives and based on preliminary review would result the fewer environmental impacts or constraints than other available sites. As such, the project has been evaluated throughout this EIR. In consideration of the project's significant impacts (listed above), the City again reconsidered whether there are any available options or sites that could be implemented to reduce environmental impacts while achieving some project objectives. The constraints associated with those options (Locations 1 through 5) considered were summarized in Draft EIR Chapter 5, *Project Alternatives* and as described demonstrate that none of these options could feasibly meet some project objectives while at the same time reducing environmental impacts. Many of these options would result in similar land use conflicts because of the presence of nearby sensitive receptors, which is a primary driver of relocating the current corporation yard.

The only other option for the City would be to continue status quo conditions and incrementally add additional facilities and equipment to existing yard sites where it is feasible to do so. This is the current situation of the City and would be representative of a "No Project Alternative." No other feasible sites or

options are available or known to the City that could be implemented to achieve some of the project's objectives and reduce environmental impacts.

## 1.7 CEQA PUBLIC REVIEW PROCESS

On February 5, 2018, the Draft EIR was released for a 45-day public review and comment period that ended on March 22, 2018. The Draft EIR was submitted to the State Clearinghouse; posted on the City's website; and made available at the following locations:

- ▲ Sacramento LAFCo 1112 I Street, Suite 100 Sacramento, CA 95814; and
- ▲ City of Folsom Community Development Department 50 Natoma Street Folsom, CA 95630

In addition, two meetings were held on the Draft EIR in the evening of March 7—one in front of the City of Folsom Planning Commission and one with LAFCo. As a result of these notification efforts, written and oral comments were received from agencies, organizations, and individuals on the content of the Draft EIR. Chapter 2, *Responses to Comments*, identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

## 1.8 ORGANIZATION OF THIS FINAL EIR

This Final EIR is organized as follows:

**Chapter 1, Introduction:** This chapter describes the purpose of the Final EIR, summarizes the project and the major conclusions of the EIR, provides an overview of the CEQA public review process, and describes the content of the Final EIR.

**Chapter 2, Responses to Comments:** This chapter contains a list of all parties who submitted comments on the Draft EIR during the public review period, copies of the comment letters received, and responses to the comments.

**Chapter 3, Revisions to the Draft EIR:** This chapter presents revisions to the Draft EIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.

**Chapter 4, Mitigation Monitoring and Reporting Program:** This chapter presents the Mitigation Monitoring and Reporting Program (MMRP) for the proposed ordinance, in accordance with CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097), which require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment."

**Chapter 5, List of Preparers:** This chapter identifies the lead agency contacts as well as the preparers of this Final EIR.

**Chapter 6, References:** This chapter identifies the organizations and persons consulted during preparation of this Final EIR and the documents used as sources for the analysis.

## 2 COMMENTS AND RESPONSES

This chapter contains comment letters received during the public review period for the Draft EIR, which concluded on March 22, 2018. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues raised in comments on the Draft EIR.

### 2.1 FORMAT OF COMMENTS AND RESPONSES

Each letter and each comment within a letter have been given an identification number. Responses are numbered so that they correspond to the associated comment. Where appropriate, responses are cross-referenced between letters.

Some of the comments received on the Draft EIR do not address environmental issues or the adequacy of the Draft EIR. This Final EIR does not provide detailed responses to comments that do not relate to the adequacy of the document or the environmental analysis; rather, the commenter suggestions and recommendations for specific alternatives are noted and included in this Final EIR, which will be reviewed by the decision makers.

### 2.2 LIST OF COMMENTERS

Table 2-1 provides a list of all agencies, organizations, and persons who submitted comments on the Draft EIR during the public review period. The comment letters were date order before numbering them sequentially.

Letter/Hearing #	Commenter	Date of Comment (Date Received, if different)
1	LJ Laurent	February 5, 2018
2	LJ Laurent	February 5, 2018
3	Barbara Leary (oral comment)	March 7, 2018
4	Sacramento County Office of Planning and Environmental Review and Sacramento County Department of Transportation	March 19, 2018
5	Sacramento Municipal Utilities District	March 20, 2018
6	California Native Plant Society	March 21, 2018
7	Friends of the Swainson's Hawk	March 21, 2018
8	Sacramento Metropolitan Air Quality Management District	April 16, 2018 (Late Comment)

Source: Compiled by Ascent Environmental in 2018

## 2.3 RESPONSES TO COMMENTS ON THE DRAFT EIR

Responses to substantive comments and significant environmental issues raised in written and oral public comments on the Folsom Corporation Yard SOIA/Annexation Project Draft EIR are provided in this section. All comment letters are reproduced in their entirety, followed by written responses. Where a commenter has provided multiple comments, each comment is indicated by brackets and an identifying number notation in the margin of the comment letter.

Specific responses are intended to address the topic(s) raised by a particular comment. Responses are numbered to correspond to specific comments in each comment letter. To assist the reader, a paraphrased summary of the key comment issue is provided at the beginning of each response. In some instances, the responses to comments may warrant modification of the text of the Draft EIR. In those cases, information that is to be deleted is shown in strikethrough (~~strikethrough~~) and additions are shown in underline (underline). Text changes resulting from comments and their accompanying responses have been incorporated into the original Draft EIR text, as indicated in the responses.

All text changes made in response to public comments result in minor modifications to the original Draft EIR text, as explained in the introductory text and demonstrated in the body of Chapter 3, *Corrections and Revisions to the Draft EIR*, of this Final EIR. None of the changes included in this Final EIR resulted in new significant environmental effects or a substantial increase in the severity of any previously identified significant effects; thus, the changes do not warrant recirculation of all or part of the Draft EIR for another public review.

Letter  
1

To: Don Lockhart, Sac LAFCO Exec. Officer

From: LJ Laurent, Folsom resident

Feb. 5, 2018

Re: "Notice of Availability" Folsom Corp Yard SOIA & Annexation 58 acres SE Corner  
While Rock & Prairie City Rd. Re: PRA Request electronic version

I have grave reservations about the "public notice" called "Notice of Availability" for Folsom Corp Yard land purchase outside the Sphere of Influence of Folsom, South of White Rock Rd., and the combined Annexation of 58 acres of private land.

First, the assigned Number LAFCo #01-17 does NOT agree with the OPR CEQAnet designation posted late last year. <http://www.ceqanet.ca.gov/DocDescription.asp?DocPK=719624>

1-1

Second, it is gravely concerning the SWRCB Waterboards told Folsom they have yet to provide a legally acceptable ("Non-American River water supply" for Folsom city south of highway 50, and yet SWRCB engineers and Board were not informed of this leap-frog proposal to annex even further south into land outside urban boundary -- with no water provision for any Folsom city territory south of highway 50.

1-2

Third, while it seems 100% likely that this LAFCO document exists in electronic format, the "public review" is limited to a location downtown Sacramento and a department (or the hallway) in Folsom with no facilities for public viewing. Ad claims there are "technical appendices", so proper access is essential.

1-3

Fourth, while a California owned facility is noted to be impacted by this Corp Yard, there is no information from the State Natural Resources Dept. nor the sub-department which operates the public land so impacted by access.

1-4

Fifth, ad states there is provision for the so-called Southeast Connector, which is a project about as dead as a doornail. Who decided to make land usage decisions based upon a dead project of multiple agencies, and governed by state and federal regulations?

1-5

Sixth, ad indicates an abandonment of an existing arterial road, yet there is zero indication California Dept. of Transportation was contacted, nor involved in such major decision(s) and pronouncements.

1-6

Seventh, this location is further away from the city than any possible place. Furthermore, the city council purchased an Aerojet Superfund site much closer to Highway 50, for the "future Corp Yard."

1-7

Eighth, as a city resident, it is appalling multiple regulations would be bent so the city council could arrange to spend more tax-payers money for a second "future corp yard" location.

1-8

Ninth, exactly how does a corporation yard operate without a legal/viable water supply, infrastructure, adequate existing roads -- in a location which makes zero sense?

1-9

Finally, Public Records Act Request for the electronic version of advertised available document "draft Env. Impact Rept. LAFco #01-17. Since ad seems to require Public Comments be submitted in electronic format MS Word or PDF, it seems reasonable for LAFCO to offer the document in same format, doesn't it?

1-10

Letter  
1

LJ Laurent  
February 5, 2018

---

- 1-1 The comment references the Sacramento Local Agency Formation Commission (LAFCo) number as shown on the notice of availability (NOA) of the Draft Folsom Corporation Yard SOIA/Annexation EIR and states that it doesn't match the "OPR CEQAnet designation." The LAFCo ID (LAFCo No. 01-17) shown on the NOA is an identifier for this project in tandem with the State Clearinghouse Number (SCN) 2017112020 provided by the Governor's Office of Planning and Research when the notice of preparation (NOP) was submitted to OPR. While the NOA did not contain the SCN, it contained all required information as described in CEQA Guidelines Section 15087(c).
- 1-2 The comment alleges that the State Water Regional Control Board (SWRCB) has informed Folsom "that they have yet to provide a legally-acceptable ("Non-American River water supply") for Folsom city south of highway 50," that SWRCB was not informed of the project, and that there is "no water provision for any Folsom city territory south of highway 50."

As described in Section 3.12, *Utilities and Service Systems*, the City of Folsom has sufficient water supply to provide for the estimated future needs of a corporation yard. Specifically, the sources of supply include surface water from the American River and Folsom South Canal (as described in the *Surface Water Supply* subsection of Section 3.12, *Utilities and Service Systems*). Further, in 2012 the City Council approved the use of conserved water to serve the needs of development south of U.S. Highway 50 in the Folsom Plan Area. After the City Council's decision, the City obtained a judgment from the Sacramento County Superior Court in Case No. 34-2013-00138798 that validated these arrangements as complying with all applicable California and local laws. The statutes of limitations and appeals periods on these matters have since expired. The City is achieving conservation results consistent with its approval of the conserved water supply to support the Folsom Plan Area. The amount of conservation the City of Folsom is achieving is in excess of the Folsom Plan Area's water demand even at its full build-out, which is not expected to occur for many years (Yasutake, pers. comm. 2017).

The analysis of water supply and demand within this EIR is based on the best information available. The City's estimates of future water supply and water demand show that there is adequate capacity to serve the future corporation yard. In addition, the analysis was conservative in that it did not account for current water use at the Leidesdorff Yard and the savings that would be likely from moving into a more efficient, modern facility.

In regards to the comment's assertion that SWRCB was not informed of this project, the Central Valley Regional Water Quality Control Board (RWQCB)—the appropriate regional board for this project under SWRCB—was provided both the notice that a Draft EIR was being prepared (NOP) as well as a copy of the Draft EIR when it was available for review. Central Valley RWQCB did not submit any comments on the Draft EIR.

- 1-3 The comment states that public review methods were too limited and mentions an electronic format. An email with a link to the electronic files was sent to the commenter on Monday, February 5, 2018. The electronic files were available, starting on February 5, 2018, on the City's [website](#). The lead agencies complied with mandatory review periods for both the 30-day environmental scoping (CEQA Guidelines Section 15103) held from November 8 to December 8, 2017 and the 45-day public review period for the Draft EIR (CEQA Guidelines Section 15105) held from February 5 to March 22, 2018. The commenter's opinion is noted for decisionmakers.

- 1-4 The comment states that “while a California owned facility is noted to be impacted by this Corp Yard, there is no information from the State Natural Resources Dept. nor the sub-department which operates the public land so impacted by access.” No specific details are provided in this comment to confirm to which facility the comment is referencing. The project site is vacant. However, Prairie City State Vehicular Recreation Area (SVRA) operated by California State Parks Off-Highway Motor Vehicle Recreation Division lies adjacent and west of the site. The project includes an easement to provide access to the SVRA. As stated on Page ES-2 of the Draft EIR, “In addition, a 0.8-acre easement is included in the project but not in the SOIA/annexation area. This area would be used to provide access to Prairie City SVRA once the SouthEast Connector removes the current access.” The project does not include any actions which would reduce access to the SVRA. As stated on Page 1-1 of Chapter 1, *Introduction*, “The SouthEast Connector would be developed as a separate project by the SouthEast Connector Joint Powers Authority through a separate process from future Folsom Corporation Yard development.” Other issues surrounding access on roadways is discussed further in Section 3.11, *Transportation and Circulation*.
- 1-5 The comment states that the Capital SouthEast Connector project should not be considered in the EIR. It is unclear what specific analysis the commenter disagrees with. The Capital SouthEast Connector is identified in the EIR because it is an approved project, it is adjacent to the project site, and depending on site design, the project could have adverse effects on its implementation and operation. As a result, it is necessary to consider the approved plans in the context of site development.
- 1-6 The comment expresses concern that the California Department of Transportation (Caltrans) was not consulted regarding the abandonment of Scott Road. Caltrans does not have jurisdiction over Scott Road, jurisdiction lies with Sacramento County Department of Transportation. The City has engaged in conversations with the County and representatives of the Capital SouthEast Connector Joint Powers Authority regarding the abandonment of a segment of Scott Road. Please note that a portion of this segment would be abandoned under the Capital SouthEast Connector project, as analyzed in the Tiered Initial Study with Mitigated Negative Declaration for the Capital Southeast Connector Segment D3/E1 Project and shown in Figure 3, *Project Features*, of that document (Capital SouthEast Connector JPA. 2016).
- 1-7 The comment states that the site is the furthest from the City and alleges the City purchased an Aerojet superfund site for a future corporation yard. The commenter is incorrect. The project site is the only site under consideration for purchase by the City as a future corporation yard site (Draft EIR Section 5.3, *Alternatives Dismissed from Detail Evaluation*).
- 1-8 The comment shares concern regarding how the City would spend funds on a future corporation yard. This is not a comment on the adequacy of the EIR; however, the comment will be forwarded to the City Council and LAFCo for consideration.
- 1-9 The comment asks: “how does a corporation yard operate without a legal/viable water supply, infrastructure, adequate existing roads...?” For a discussion of water supply and other infrastructure, the commenter is referred to Section 3.12, *Utilities and Service Systems*. For a discussion of roadways and the project’s impact on transportation infrastructure, the commenter is referred to Section 3.11, *Transportation and Circulation*. As described in these sections, adequate water supplies and infrastructure are available to serve the project.
- 1-10 The comment requests an electronic copy of the Draft EIR. See response to comment 1-3. An email with a link to the electronic files was sent to the commenter on Monday, February 5, 2018.

Letter  
2

**From:** LJ Laurent [<mailto:lilaurent@att.net>]  
**Sent:** Monday, February 05, 2018 1:38 PM  
**To:** Lockhart, Don  
**Cc:** Alex@Waterboards MacDonald; [victor.vasquez@waterboards.ca.gov](mailto:victor.vasquez@waterboards.ca.gov); Kathy@Waterboards Bare; Alan Wade; [stephanie.tadlock@waterboards.ca.gov](mailto:stephanie.tadlock@waterboards.ca.gov); Sue Frost  
**Subject:** Fw: PRA Request LAFCO #01-17 Folsom Annex outside urban boundary

To: Don Lockhart LAFCO Exec Officer  
cc: Alex MacDonald CE, Waterboard  
From: LJ Laurent  
Feb. 5, 2018

Re: Draft EIR Folsom corp yard SOIA/Annex outside urban boundary

Subject: Comments based upon thousand pages provided via this link.  
Index = page 13 of 636 Env. Assessment APN: 072 0060

Chapter 5.0 "Chemical analysis of soils and ground water was NOT within the scope of this analysis." (later this is explained as major issue.)

Chapter 6.0 "no interviews" were done with owner.

Chapter 7.1 "Environmental cases remain open". this refers to the Aerojet Superfund site remediation(s).

Chapter 8.0 **OPINION of Apex: "recommends full site investigation...soil, ...groundwater... hazardous materials associated with Aerojet Superfund Project" "present at this site."**

Chapter 9.0 **CONCLUSION**

**"This (present) investigation has determined that the prospect of contamination is PROBABLE."**

2-1

During the prior century I served on a committee investigating the Aerojet Superfund site, contamination, etc. Much work was done by Alex MacDonald, yet this report contains nothing in plain English from his decades of work. However, Apex letters and reports to Folsom Licensed Engineer Dave Nugen make it abundantly clear Folsom commissioned a huge volume of paperwork, with some highly damning statements within in the reams. No place can I locate the Seal of a qualified Licensed Engineer, certifying the accuracy/completeness of this.

My concern is usually about Water Quality and protection of the American River, and it is unclear how the city of Folsom can operate without water source. SWRCB Water Rights Division has told the city they must provide hard evidence of a "Non American River water source", but that is never mentioned. Water source is never mentioned! I read Sacramento Sewer letter stating this is outside the Service Boundary and the Urban Service Boundary. No water, no sewage treatment provider -- those are major obstacles to use of this contaminated land. I read the CA State Parks letter describing the vernal pools at this location. They also described the pollution potential for this location adjoining their operation.

2-2

It is very hard to take this proposal seriously since our city council has already purchased an Aerojet parcel much closer to Highway 50, and within the already annexed land south of Highway 50, FPA. A cynic might be tempted to believe someone has a deal to purchase portions of Aerojet Superfund Site lands, with no public benefit, and no possibility of contaminating, isolated land becoming a city corporation yard. Surely employees might balk at contamination exposure. Surely residents will be angry about the purchase of yet another Superfund parcel for the self-same usage as a Folsom corporation yard.

2-3

Chapters 8 and 9 of Apex speak for themselves, don't they?

One further question about spreading Aerojet contamination: Alex emailed me pollution maps secure site information. However, when downloaded, control of my computer went to hackers who demanded ransom to return control to me. When I dealt with the hackers, the downloaded maps had been totally removed from my computer. I also had control again. Not all "secure sites" are secure, it appears.

2-4

However, the point remains this question: if city of Folsom should find a "Non American River Water Source" for all south of 50 city, what is the future for all run-off water and further contamination? Since we know Aerojet contamination has passed northward under Highway 50, causing well closures, how do we know what the "Non-American River water source" the city provides will not also add to the spreading of Aerojet contamination -- to the American River itself?

2-5

What is the connection between Ascent Environmental (which is apparently all planners, with no Licensed CA Engineer listed) and Apex (private KS company with "professionals" whose Names/Licenses are not listed)?

2-6

Why has the city of Folsom and/or LAFCO failed to utilize CA Licensed Engineers with vast experience with Aerojet contamination, and closure of drinking water wells?

2-7

Why is the city always silent on WATER, and decisions of the CA State Waterboard experts?

2-8

Why exactly is our city council wanting to purchase yet another Aerojet Superfund location? For the same corporation yard purpose?

2-9

**Letter**      **LJ Laurent**  
**2**            February 5, 2018

2-1 The comment references the Phase I Environmental Site Assessment (ESA) conducted by Apex Envirotech, Inc., in June 2017 (Appendix C of the Draft EIR). The comment states that the Phase I ESA concludes that contamination is probable and states the belief that the Phase I ESA is not accurate or complete because of a lack of a "Seal of a qualified Licensed Engineer." Section 3.8, *Hazards and Hazardous Materials*, provides an analysis of the potential for hazardous materials present on the project site, and recommended Mitigation Measure 3.8-2a to reduce potential hazardous material impacts to a less-than-significant level. Mitigation Measure 3.8-2a requires the City of Folsom to conduct a Phase II ESA, which would include soil and/or groundwater tests. If contamination is found, the City must comply with federal and State regulations regarding remediation of contaminated sites prior to development.

Contrary to the comment's assertion that the Phase I ESA is not accurate or complete because a qualified licensed engineer did not sign and seal this document, the ESA was performed in accordance with requirements for Phase I ESA's of the American Society for Testing and Materials, Standard Practice E 1527-13, and the Environmental Protection Agency Standards and Practices for All Appropriate Inquires (40 Code of Federal Regulations Part 312). A Phase I ESA must be performed by an environmental professional, pursuant to 40 Code of Federal Regulations Part 312.10 which is defined as "a person who possesses sufficient specific education, training, and experience" and provides additional detail on what type of education, training, and experience such a person would need. The report is signed by Tom Landwehr on Page 22 of the Phase I ESA (Draft EIR Appendix C) and Mr. Landwehr's credentials are provided in Section 15.6, *Qualification(s) of the Environmental Professional(s)*. All requirements for the preparation of a Phase I ESA have been met.

- 2-2 The comment mentions several comments that were made during the scoping period for the EIR, including concerns about water supply, sewer and wastewater service, and vernal pools. The project team read each of the comments received on the NOP and included analysis and pertinent information, as needed, to address these issues in compliance with CEQA within the body of the Draft EIR. Specifically, water supply and sewer/wastewater service are discussed in Section 3.12, *Utilities and Service Systems*, while biological resources (including vernal pools) are discussed in Section 3.4, *Biological Resources*. The comment also mentions that the California State Parks letter shares concerns about pollution from the future corporation yard entering into vernal pools. While the November 21, 2017, letter from California State Parks does mention the Vernal Pool Management Area, the letter does not suggest that California State Parks has a concern regarding pollution from the future corporation yard site. Furthermore, as described in Section 3.9, *Hydrology and Water Quality*, the City must comply with all water quality requirements and regulations, including Section 402 NPDES Construction General permits, City of Folsom NPDES permit requirements, and City of Folsom Municipal Code requirements related to Stormwater Management and Discharge Control (Folsom Municipal Code 8.70).
- 2-3 The comment states that the Folsom City Council has already purchased another site which may be used as a corporation yard. The commenter is incorrect. The project site is the only site under consideration for purchase by the City as a future corporation yard site (Draft EIR Section 5.3, *Alternatives Dismissed from Detail Evaluation*). A full discussion of alternatives, including the conclusion that there are no other feasible alternatives to the project, is provided in Chapter 5, *Project Alternatives*. In addition, the comment references a concern regarding potential contamination on this site. Please see response to comment 2-1.
- 2-4 The comment mentions that there was an unsuccessful attempt to review pollution maps provided by the City. This is not a comment on the adequacy of the EIR and no further response is necessary.
- 2-5 The comment expresses a general concern that runoff from the site could result in contamination associated with Aerojet activities and could spread to the American River. Please refer to response to comment 2-1 regarding drainage and runoff requirements that would be implemented by the project. As described in Impact 3.9-1: Short-term construction-related and operational water quality degradation, the project would result in less-than-significant impacts related to water quality and drainage.
- 2-6 The comment asks: “What is the connection between Ascent Environmental... and Apex”? Ascent Environmental, Inc. and Apex Envirotech, Inc. were hired separately. Apex performed the Phase I ESA and provided a copy to the City of Folsom. The City of Folsom provided a copy of the Phase I ESA to Ascent Environmental, Inc. for use in the EIR. There is no direct connection between the two firms. See also response to comment 2-1.
- 2-7 The comment asks why the City of Folsom and/or LAFCo “failed to utilize CA Licensed Engineers with vast experience with Aerojet contamination, and closure of drinking water wells?” It is not clear on what issues a licensed engineer would be required related to the project. With regard to the potential for contamination on the site, please refer to response to comment 2-1.
- 2-8 The comment alleges that the City is “silent on Water.” Topics regarding water are discussed in Section 3.9, *Hydrology and Water Quality* and Section 3.12, *Utilities and Service Systems*.
- 2-9 The comment asks why the city council would purchase another location for a corporation yard. See response to comment 2-1 regarding potential contamination on the site. As described in Section 3.8, *Hazards and Hazardous Materials*, the project site is not identified on any hazardous material contamination lists including the Aerojet Superfund Site.

Letter  
3

March 7, 2018 – Public Workshops on the Draft EIR – Oral Comments

Sacramento LAFCo and the City of Folsom held concurrent public workshops on the Folsom Corporation Yard Sphere of Influence Area Amendment/Annexation Project Draft EIR. After a short presentation, the public was invited to provide comments on the Draft EIR. No members of the public spoke at the public hearing at Sacramento LAFCo. One member of the public spoke at the City of Folsom Planning Commission meeting. Her comments are transcribed from the video available through the City of Folsom at: [http://folsom.granicus.com/MediaPlayer.php?view\\_id=6&clip\\_id=1719](http://folsom.granicus.com/MediaPlayer.php?view_id=6&clip_id=1719). No court reporter was present and the transcription may have some errors due to the quality of sound available.

**Barbara Leary**

I do have questions about the timing on this, because there is a relatively short time between when this presentation was made and when comments are due. And it's a lot of material to look over and as Mr. Johnson, Scott, pointed out, this hasn't been widely made available to the public. And I know it's on the website and I don't know how else to notice people and to get people involved but it would be a good idea to get those comments in early.

3-1

I have a lot of concerns about the mitigation for the Swainson's hawks and the loss of the wetlands and grasslands in that area.

3-2

I know it doesn't look like farmland but farmland comprises a lot of different activities, including cattle grazing and there's also a lack of availability of water right now out in that area so it's not the kind of irrigated farmland you usually consider to be farmland. So, those are some of my basic concerns right now. Thank you.

3-3

**Letter  
3**

**Barbara Leary**  
March 7, 2018

- 3-1 The comment raised concerns on the public review timeframe and the availability of the documents for public review. The documents were made available for a 45-day review period from February 5, 2018 to March 22, 2018 at the offices of both the City and LAFCo consistent with the requirements outlined in CEQA Guidelines Section 15105. The electronic files were posted on the City's website and a notice was mailed to members of the public who had expressed interest.
  
- 3-2 The comment raised concerns on the mitigation for Swainson's hawk and the loss of wetlands and grasslands. A full discussion of the biological resources on the project site is found in Section 3.4, *Biological Resources*. As described on page 3.4-23 (Impact 3.4-2d), the Draft EIR imposes 1:1 mitigation requirements for the loss of Swainson's hawk habitat. See also response to comment 7-1. As described on page 3.4-25 (Impact 3.4-3), there are wetlands on the site; however, there is mitigation that requires a delineation of wetlands and other waters, determination if the ultimate design would result in fill of the wetlands or affect other waters, and if affected, compliance with U.S. Army Corps of Engineers and California Department of Fish and Wildlife (CDFW) requirements for fill of wetlands or waters. With implementation of this mitigation, impacts can be reduced to less than significant. As described on page 3.4-16 of the Draft EIR, the project site does not contain special-status species grassland (valley needlegrass). The loss of grassland is not addressed separately from the loss of agricultural land (see response to comment 3-3) or the loss of Swainson's hawk habitat.

- 3-3 The comment stated that the land doesn't look like farmland, but that uses on farmland include cattle grazing. There is a discussion of the impacts of the project on farmland in Section 3.2, *Agriculture and Forestry Resources*. The Draft EIR found that the project's impact on farmland would be significant and unavoidable and mitigation was included to preserve farmland at a 1:1 ratio for farmland lost through this project (see Mitigation Measure 3.2-1), although the Draft EIR concluded that this mitigation would not reduce the impact to a less-than-significant level.



County Executive  
Navdeep S. Gill

County of Sacramento

Board of Supervisors  
Phillip R. Serna  
Patrick Kennedy, District 2  
Susan Peters, District 3  
Sue Frost, District 4  
Don Nottoli, District 5

Letter  
4

March 19, 2018

Mr. Don Lockhart  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814



**SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT DATED FEBRUARY 2018 FOR THE PROPOSED SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION FOR THE CITY OF FOLSOM CORPORATION YARD (LAFCo 01-17)**

Mr. Lockhart:

We have received the Draft Environmental Impact Report for the City of Folsom Corporation Yard Sphere of Influence Amendment and Annexation. Please see the attached comments from the Sacramento County Office of Planning and Environmental Review and Sacramento County Department of Transportation. Sacramento County Water Agency has no comment.

4-1

Sincerely,

Jeff King  
CEO Management Analyst

Attachments:

- Sacramento County Office of Planning and Environmental Review dated March 6, 2018
- Sacramento County Department of Transportation data February 28, 2018

Department of Transportation  
Ron E. Vicari, Director



**Divisions**  
Administration  
Engineering & Planning  
Maintenance & Operations

**County of Sacramento**

February 28, 2018



Mr. Don Lockhart  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814-2836  
E-mail: [Don.Lockhart@SacLAFCo.org](mailto:Don.Lockhart@SacLAFCo.org)

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION (LAFC #01-17)**

Dear Mr. Lockhart:

We have received the draft environmental impact report for the proposed Folsom Corporation Yard Sphere of Influence Amendment and Annexation, dated February 2018. We appreciate the opportunity to review and comment on this subject project. Based on the notice received, we have the following comments to offer at this time.

- 1. The roadway alignment for the extension of Prairie City Road south of White Rock Road to its intersection with the realigned segment of Scott Road is currently proposed as a T-intersection with the through movement being Scott Road to the OHV park access. This roadway alignment should be revised so that the through movement is Prairie City Road to Scott Road with the OHV park access connecting as a "T" intersection. Horizontal roadway curves on Scott Road should not be greater than an 800-foot radius so as to not encourage excessive speeds. 4-2
- 2. Please coordinate the abandonment of Scott Road with Sacramento County – County Engineering-Site Improvement Permit Section staff. Due to the realignment of Scott Road and the subsequent abandonment of the northerly segment of Scott Road, please maintain access to the parcels that currently take access to the road from this segment. Note that the Capital SouthEast Connector roadway on this portion of White Rock Road is intended to be access controlled (access will be prohibited from White Rock Road). 4-3
- 3. Please coordinate the maintenance responsibility due to the annexation with Sacramento County Department of Transportation maintenance and operation staff. The City of Folsom should enter into cooperative agreement with Sacramento County Department of Transportation to define the cost sharing of ongoing maintenance responsibilities for roadways shared between both jurisdictions 4-4

827 7th Street, Room 304 • Sacramento, California 95814 • phone (916) 874-6291 • fax (916) 874-2567 • [www.saccounty.net](http://www.saccounty.net)

Comments on the DEIR for the Folsom Corporation Yard SOI and Annexation.

Page 2

4. Please coordinate the improvements proposed at the intersection of Prairie City Road and White Rock Road with County of Sacramento Department of Transportation and Southeast Connector Joint Powers Authority.

4-5

If you have any questions, please feel free to contact me at (916) 875-2844.

Sincerely,



---

Kamal Atwal, P.E.  
Associate Transportation Engineer  
Department of Transportation

KA

Enclosure or Attachments:  
Scott Road Realignment Exhibits 1-5.pdf

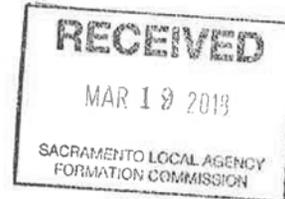
Cc: Matt Darrow, DOT  
Dean Blank, DOT  
Dan Shoeman, DOT  
Ron Vicari, DOT  
Ken Wick, DOT  
Marianne Biner, Office of Planning and Environmental Review  
Jeff King, Chief Financial Office  
Tony Santiago, County Engineering SIPS  
Javier Zaragoza, County Engineering SIPS

**Office of Planning and Environmental Review**  
Leighann Moffitt, Director



**County Executive**  
Navdeep S. Gill

March 6, 2018



Mr. Don Lockhart  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814-2836  
E-mail: [Don.Lockhart@SacLAFCo.org](mailto:Don.Lockhart@SacLAFCo.org)

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION (LAFC #01-17)**

Dear Mr. Lockhart:

We have received the draft environmental impact report for the proposed Folsom Corporation Yard Sphere of Influence Amendment and Annexation, dated February 2018. We appreciate the opportunity to review and comment on this subject project. Based on the notice received, we have the following comments to offer at this time.

The excerpt below is from the DEIR page 1-8 in the discussion of Technical Issues Not Addressed Further for Land Use and Planning. A similar statement is made on page 2-11 in describing nearby projects and development.

The South Sacramento Habitat Conservation Plan (SSHCP) plan area excludes the City of Folsom but includes the project site. The project site is outside of the SSHCP's Urban Development Area (UDA), defined as the area "where all proposed urbanization will occur, and therefore, where most incidental take will occur." The project site is not an area mentioned in the SSHCP for either development or for preservation, except for the South East Connector right-of-way which is a covered activity under the SSHCP. Because the project site is outside the SSHCP UDA and is not mentioned as a covered activity, any potential impacts on special-status species would need to be addressed outside of the purview of the SSHCP. Therefore, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state conservation plan, and no significant land use and planning impacts would occur. Consistency with the SSHCP is further discussed in Section 3.4, Biological Resources. Otherwise, this issue is not discussed further in this EIR.

4-6

The proposed Folsom Corporation Yard is within the SSHCP area (Plan Area), as shown in the attached exhibit (Figure 2.2 from the SSHCP EIS-EIR). The conservation strategy for the SSHCP assumes that impacts to wildlife will occur primarily within the urban development area (UDA). The Plan Area outside the UDA is assumed to remain in agriculture except for the covered activities mentioned in the SSHCP, such as the Connector, rural roads and recycled water pipe projects. Some of these agricultural areas will become preserves contingent on willing sellers of land and conservation easements. Agricultural land and open space within the Plan Area, which does not become part of the conservancy may still provide value as a wildlife movement corridor.

827 7<sup>th</sup> Street, Room 225 • Sacramento, California 95814 • phone (916) 874-6141 • fax (916) 874-7499  
[www.per.saccounty.net](http://www.per.saccounty.net)

We do not expect the proposed Folsom Corporation Yard to result in a substantial effect on implementation of the conservation strategy of the SSHCP due to the particular location and the habitat value. However, annexations for development of land outside the UDA and within the Plan Area could have a cumulative impact on the conservation strategy of the SSHCP if continually approved without consideration of impacts to the SSHCP. Over the 50-year permit term of the SSHCP, there must be adequate land for preservation within the Plan Area as indicated on the attached exhibit (Figure 2-2).

4-6  
cont

It is true as stated in the Corp Yard DEIR that any potential impacts on special-status species associated with the Corp Yard would need to be addressed outside of the purview of the SSHCP. It is **not true** that a project within the Plan Area should be assumed to not conflict with the provisions of the SSHCP simply because it is neither a covered activity nor a known preserve. The provisions of the SSHCP assume that development in the Plan Area will be limited to areas within the UDA and the listed covered activities outside the UDA. The proposed Corp Yard project conflicts with the assumptions that are the basis for the Conservation Strategy.

Sincerely,

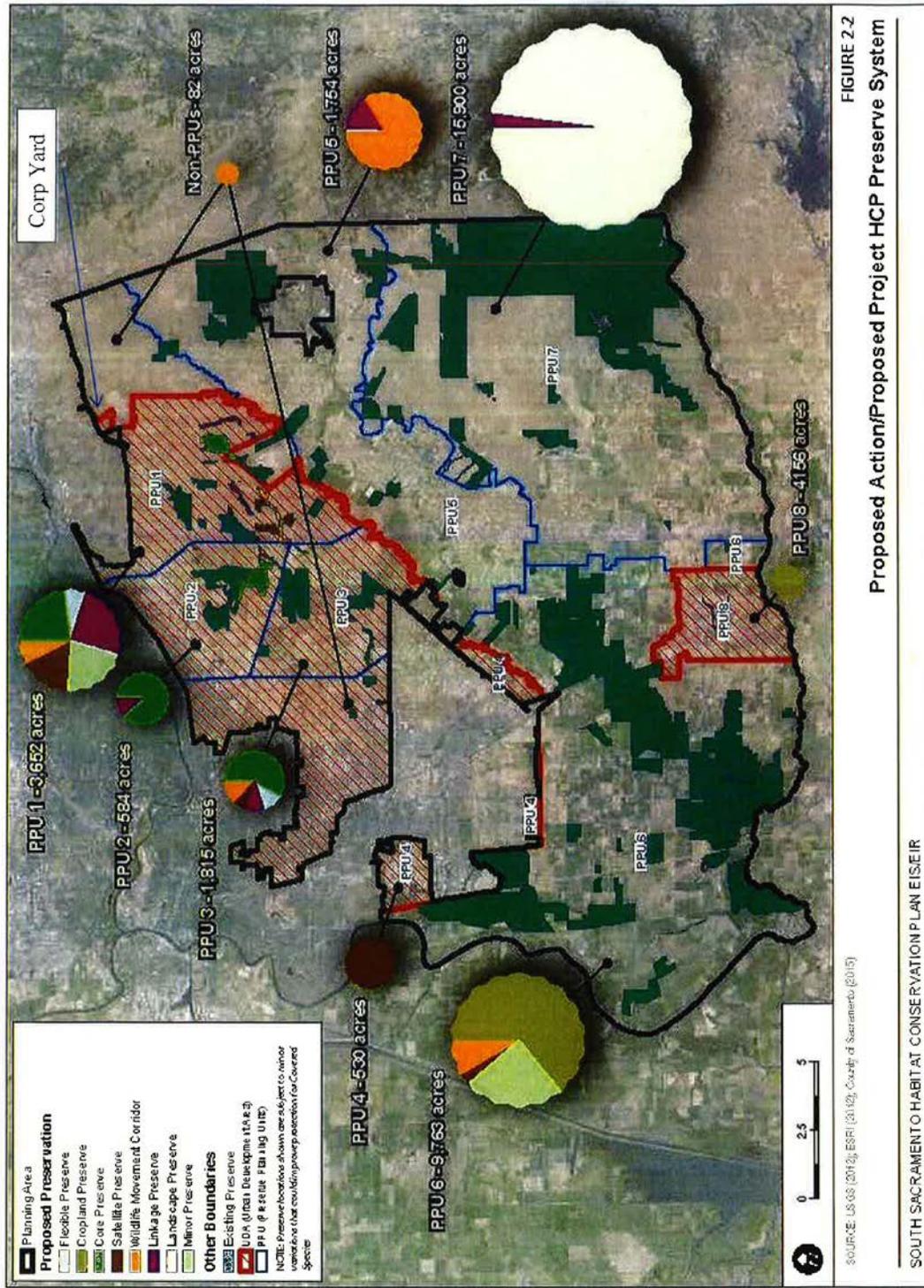


Tim Hawkins  
Environmental Coordinator

MB

Enclosures << Figure 2-2 SSHCP Preserve System

Cc: Leighann Moffit, Sacramento County Planning Director  
Bill Ziebron, SSHCP Project Manager  
Kim Hudson, Office of Planning and Environmental Review  
Jeff King, Chief Financial Office



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**Letter**      **Sacramento County Office of Planning and Environmental Review and Sacramento County**  
**4**              **Department of Transportation**  
                     **March 19, 2018**

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- 4-1 This is an introductory statement and states the Sacramento County Water Agency has no comment. No response is necessary.
- 4-2 The comment suggests a change to the project to revise the roadway alignments so that Scott Road provides a continuous movement from the intersection of White Rock Road to the existing segment of Scott Road and that the Prairie City SVRA access should be a “T” intersection. The City of Folsom recognizes the potential benefits of ultimately aligning Scott Road and Prairie City Road; however, a thoroughfare such as this may be perceived by some as a precursor to future development and could, therefore, be considered growth-inducing. The purpose of the proposed alignment is to provide access for both the State OHV park and the proposed corporation yard site, while also providing a logical terminus for Prairie City Road. The City and County will continue to assess the ultimate alignment of both Prairie City Road and Scott Road.
- 4-3 The comment requests that the abandonment of Scott Road be coordinated with Sacramento County. The City of Folsom will continue to coordinate with both Sacramento County and the Capital Southeast Connector JPA on the abandonment and realignment of Scott Road.
- 4-4 The comment requests that the City of Folsom coordinate with the Sacramento County Department of Transportation on the maintenance and operation of roadways shared between both jurisdictions. The City of Folsom has an existing maintenance agreement with Sacramento County for the maintenance of several shared roads and the City will work with the County to amend the agreement to incorporate any new roads created as a result of the project.
- 4-5 The comment requests that the City of Folsom coordinate with the Sacramento County Department of Transportation and the Capital SouthEast Connector JPA on the improvements to the intersection of Prairie City Road and White Rock Road. The City of Folsom will continue to coordinate with both Sacramento County and the Capital SouthEast Connector JPA on the proposed improvements along Prairie City Road and White Rock Road.
- 4-6 The comment provides several comments related to how the Draft EIR interpreted the project’s impact on the South Sacramento Habitat Conservation Plan (SSHCP). The comment states that: “We do not expect the proposed Folsom Corporation Yard to result in a substantial effect on implementation of the conservation strategy of the SSHCP due to the particular location and the habitat value.” The lead agencies concur with this statement.

The comment also asserts that the “provisions of the SSHCP assume that development in the Plan Area will be limited to areas within the Urban Development Area (UDA) and the listed covered activities outside the UDA.”

The comment asserts that the “annexations for development of land outside the UDA and within the Plan Area could have a cumulative impact on the conservation strategy of the SSHCP if continually approved without consideration of impacts to the SSHCP. Over the 50-year permit term of the SSHCP, there must be adequate land for preservation within the Plan Area as indicated on the attached exhibit (Figure 2-2).”

The lead agencies concur that it is important that the SSCHP be considered and that project and cumulative impacts to the implementation of the SSHCP be carefully evaluated. The project site offers foraging habitat that could be of value to species that would be protected under the SSHCP. Up to 41.5 acres of grassland habitat associated with Swainson’s hawk foraging habitat would be

lost through development of the site. As described on page 3.4-23 (Impact 3.4-2d), the Draft EIR imposes 1:1 mitigation requirements for the loss of Swainson's hawk habitat. Regardless, the Draft EIR concluded that because land is a finite resource, while conservation of similar habitat value land would be implemented, significant and unavoidable impacts would remain.

To reduce the cumulative effects of implementing the SOI/Annexation project on biological resources, Section 4.3.4, Biological Resources, been modified to add Mitigation Measure 4-2 as an addition to previously identified mitigation measures 3.4-1 through 3.4-3.

Text in Draft EIR Section 4.3.4, *Biological Resources*, on page 4-7 has been modified as follows to include Mitigation Measure 4-2. This addition does not alter the conclusion of the Draft EIR.

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

#### **Mitigation Measure 4-2: Cumulative Biological Resource Impacts**

To ensure that the feasibility and effectiveness of the SSHCP Conservation Strategy is maintained, prior to the approval and construction of any developed uses on the SOIA/annexation area, the City of Folsom shall coordinate with CDFW regarding the acquisition of mitigation lands as described in Mitigation Measures 3.4-1, 3.4-2b, 3.4-2d, and 3.4-2f. The City, in coordination with CDFW, shall assess whether those projects would compete with, or impede, implementation of the SSHCP Conservation Strategy. In addition, the City of Folsom shall coordinate with CDFW to ensure that any actions required by Mitigation Measures 3.4-1 through 3.4-3 are consistent with the avoidance, minimization, and mitigation measures for covered species described in the draft SSHCP.

The draft SSHCP identifies 67,618 acres of Urban Development Area (UDA), which corresponds with the County's USB, and 33,499 acres of planned impact within that UDA. The SOIA Area is located outside of the UDA and outside of the USB and, as such, would not have been included in the planned impact calculation.

To offset the planned impacts that would occur within the UDA, the SSCHP Conservation Strategy calls for creation of an integrated preserve system that conserves the natural land covers, certain cropland, and irrigated pasture-grassland in the SSHCP plan area. The preserve system will preserve at least 34,495 acres of existing habitat and re-establish or establish at least 1,787 acres of habitat, for a total preserve system of 36,282 acres. There are 250,038 acres of plan area outside of the UDA within which preservation land would be sought from willing sellers.

Possible future development of the 58-acre SOIA/annexation project site, with the potential associated acquisition of mitigation lands in the SSHCP plan area, is unlikely to interfere with the ability to successfully implement the SSHCP Conservation Strategy given the extensive acreage (250,038 acres) of the SSHCP area outside of the UDA boundaries. The SSHCP does not categorize specific areas to acquire for preservation lands and would rely on purchasing suitable land from willing sellers anywhere within the undeveloped portions of the plan area. The overall availability of land is not likely to limit overall achievement of conservation goals (36,282 acres

out of 250,038 acres or 14 percent of land in the area outside of the UDA). If a parcel were acquired for mitigation for Swainson's hawk (or other covered species) by the City to benefit the Corporation Yard SOIA/Annexation project area, it would contribute to the overall preservation of land in the south and east County, and the overall conservation of the species in the area. Even though the parcel would not be counted towards the SSHCP preserve area, it would not preclude the SSHCP from achieving its goals, which is the long-term conservation of covered species.

Prior to the approval and construction of any developed uses on the SOIA/annexation project site following adoption of the SSHCP, the City of Folsom shall coordinate with CDFW regarding acquisition of mitigation lands, as described in Mitigation Measures 3.4-1, 3.4-2b, 3.4-2d, and 3.4-2f. CDFW, one of the SSHCP's Permitting Agencies and a member of the SSHCP's Technical Advisory Committee, would review any property acquisition proposal. During this review, CDFW would have an opportunity to assess whether acquisition would meet targeted SSCHP objectives and preserve acquisition criteria. CDFW would evaluate the consistency of Mitigation Measures 3.4-1 through 3.4-3 with the avoidance, minimization, and mitigation measures for covered species described in the draft SSHCP.

However~~Therefore~~, while the project would implement mitigation measures that would offset ~~these~~ impacts to the extent possible, the project's contribution would be **cumulatively considerable** and **significant and unavoidable**.

As acknowledged on page 4-7 of the Draft EIR, on a cumulative basis, the loss of habitat on the project site would contribute to the regional loss of habitat for special-status species and could result in a cumulatively considerable and significant and unavoidable impact even with implementation of recommended mitigation.

Powering forward. Together

Letter  
5



*Sent Via E-Mail*

March 20, 2018

Don Lockhart  
Executive Officer Sacramento LAFCo  
1112 I Street, Suite 100  
Sacramento, CA 95814  
Don.Lockhart@sacLAFCo.org



**Subject: Folsom Corporation Yard Sphere of Influence Amendment and Annexation DRAFT EIR / SCH# 2017112020**

Dear Mr. Lockhart:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft EIR for Folsom Corporation Yard Sphere of Influence Amendment and Annexation Project (Project, SCH 2017112020). SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

5-1

It is our desire that the Project Draft EIR will acknowledge any Project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
  - <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>
  - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

5-2

SMUD CSC | 6301 S Street | P.O. Box 15830 | Sacramento, CA 95852-0830 | 1.888.742.7683 | smud.org

- SMUD has two 230 kV transmission lines within the proposed Project Site. SMUD’s Transmission Line Engineering will provide comments when detailed plans become available.
- SMUD requests the addition below to Mitigation Measure 3.6-2:  
 “Coordinate with SMUD on potential impacts from offsite sub-transmission or distribution infrastructure improvements.”

5-2  
cont

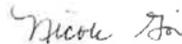
SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

5-3

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this Draft EIR. If you have any questions regarding this letter, please contact SMUD’s Environmental Management Specialist, Ammon Rice, at [ammon.rice@smud.org](mailto:ammon.rice@smud.org) or 916.732.6676.

5-4

Sincerely,



Nicole Goi  
Regional & Local Government Affairs  
Sacramento Municipal Utility District  
6301 S Street, Mail Stop A313  
Sacramento, CA 95817  
[jamie.cutlip@smud.org](mailto:jamie.cutlip@smud.org)

Cc: Ammon Rice

SMUD CSC | 6301 S Street | P.O. Box 15830 | Sacramento, CA 95852-0830 | 1.888.742.7683 | [smud.org](http://smud.org)

**Letter**      **Sacramento Municipal Utilities District**  
**5**              **March 20, 2018**

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- 5-1      This is an introductory statement. No response is necessary.
- 5-2      The comment asks that the EIR acknowledge project impacts related to overhead and/or underground transmission and distribution line easements; utility line routing; electrical load needs/requirements; energy efficiency; climate change; and cumulative impacts related to the need for increased electrical delivery. The comment also states that the Sacramento Municipal Utility District (SMUD) has two 230-kilovolt transmission lines within the proposed site and that SMUD's Transmission Line Engineering will provide comments when detailed plans become available. Finally, the comment requests that the following be added to Mitigation Measure 3.6-2: Coordinate with SMUD on potential impacts from offsite sub-transmission or distribution improvements.

Section 3.6, *Energy*, discusses that the project would increase electricity consumption and require new utility connections. The Folsom Plan Area Specific Plan EIR/EIS contemplated that pole-mounted transmission lines would be located along the northern boundary of the project site, south of White Rock Road near the project site. Furthermore, the Draft EIR acknowledges SMUD would review final development plans once submitted and would determine infrastructure connection specifics at that time (Impact 3.6-2: Demand for energy services and facilities, Draft EIR page 3.6-12). Specific energy demand would be calculated in coordination with SMUD to ensure that the future corporation yard is adequately served.

Regarding the project's energy demands, existing yard operations are housed in older buildings which are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. The future corporation yard would be required to meet the California Code of Regulations Title 24 standards for energy efficiency that are in effect at the time of construction that will continue to require improved building energy efficiency. Additionally, as required by the City of Folsom General Plan, all new developments are required to continue to implement State energy-efficiency standards. Energy efficiency is further addressed with implementation of Mitigation Measure 3.7-1 which includes achieving reduction in onsite electricity use through use of onsite renewable energy (e.g., solar photovoltaic panels), install energy-efficient lighting for parking and outdoor area lighting; and incorporate site design features to reduce onsite heat island effect including water shading (Draft EIR page 3.7-13).

The impacts of climate change on the project are discussed in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, which include discussion of increased frequency and intensity of wildfire as a result of changing precipitation patterns and temperatures, and increased risk of flooding associated with changes to precipitation patterns.

Regarding the commenter's request to modify Mitigation Measure 3.6-2, this mitigation has been modified as follows. This change does not alter the conclusion of the Draft EIR.

**Mitigation Measure 3.6-2: Encroachment within SMUD's transmission easement.**

Prior to construction, the City of Folsom will work with SMUD through the connection process, electric service requirements, and encroachment requests for SMUD-owned transmission line easements, including overhead and/or underground transmission and distribution line easements. The City of Folsom will continue to coordinate with SMUD on potential impacts from offsite sub-transmission or distribution facility improvements.

- 5-3      Comment noted. The City of Folsom will continue to reach out and work with SMUD as the project moves forward through the design phase.
- 5-4      This is a closing statement. No response is necessary.

COMMENTS ON FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION DRAFT ENVIRONMENTAL IMPACT REPORT

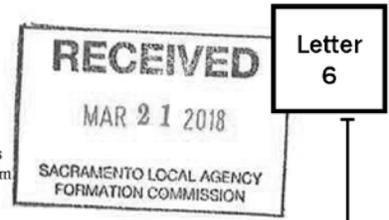
INTRODUCTION

This proposal is an obvious and transparent effort to extend the city of Folsom south of its Sphere of Influence and the Sacramento County Urban Services Boundary since it is based on constructing a corporation yard fully two and a half miles beyond the urban footprint where its services could be utilized. While the city limits of Folsom are currently mapped as extending to near the proposed corporation yard, it is actually separated from the currently urbanized area of Folsom by 2.5 miles of non-urbanized oak woodland and California prairie natural habitat. Since the purpose of the corporation yard would be servicing the Folsom urban area and this urban area contains numerous potential vacant areas where the proposed yard alternatively could be located, this proposal to locate it 2.5 miles away from the occupied city is an obvious effort to promote leapfrog development and urban sprawl rather than a sincere effort to locate a corporation yard where its services can be used.

While the proposed annexation of 36.3 acres for a corporation yard, 16.25 for the Connector road, and 5.12 acres to realign Scott Road is relatively small, it would set a terrible precedent for facilitating annexation of vastly greater areas south of White Rock Road that would crush SACOG's stated goals of reducing vehicle miles traveled and greenhouse gas emissions. Siting a corporation yard so far from the area it serves would alone unnecessarily greatly increase vehicle miles traveled and greenhouse gas emissions, but the precedent set if this annexation is permitted would inevitably enable their much vaster increase.

SPECIFIC COMMENTS

1. Page ES 4: The No Project alternative is the superior and preferred alternative in these comments.
2. 3.3: In the Air Quality section there is no mention of the project's promotion of sprawl and resultant greenhouse gasses.
3. 3.4-1: Mitigation for rare plant loss calls for translocation with monitoring but identifies no consequences for failure. Translocation of rare plants is a regularly ineffective and unsuccessful strategy that generally fails and is consequently strongly opposed by the California Native Plant Society.
4. 3.4-2: Mitigation for spadefoot loss is vague and no specific mitigation is guaranteed. Mitigation standards for burrowing owl is somewhat more specific than for spadefoot but still vague and ineffective. Mitigation for loss of badger habitat is also vague and ineffective. Mitigation for spadefoot, burrowing owl, and badger should all meet the high standard provided for Swainson's hawk and vernal pool crustaceans.
5. 3.4-3: Mitigation for vernal pool loss is standard but promotes the ineffective technique of vernal pool creation that frequently fails.
6. 3.4-5: This claims the project is too small and close to urbanization to impact wildlife, but, as discussed above, it is not close (2.5 miles away) to urbanization but would facilitate its sprawl.
7. 3.5-2a: "Prairie House – Refuse Pit" is named in a mitigation measure but not in the Cultural Resource section.
8. 3.5-4: Contrary to claims in the Paleontological Resource section that the project is underlain by "metamorphic rock and Mesozoic granite" and thus could not contain fossils, it is actually underlain by potentially fossil-rich Eocene and Pliocene non-marine sediments.
9. 3.7-1: Greenhouse gas emissions are only considered for the project in isolation, not for its stimulation of urbanization as discussed above.
10. 3.9-3: Impacts of the project's stimulation of sprawl on groundwater are not considered.
11. 3.11-1. Impacts of the project's stimulation of sprawl on traffic are not considered.
12. 3.11-2. Impacts of the project's stimulation of sprawl on freeway traffic are not considered.
13. 3.12: Impacts of the project's stimulation of sprawl on utilities and service systems infrastructure are not considered.
14. 1.9: Population and housing growth does not consider that the site is zoned for general agriculture 80 acres. While a corporation yard is not housing, it is also not agriculture.
15. 1.8: SACOG has not identified the site for development and it is included in the South Sacramento Habitat Conservation Plan.
16. 2.5: In 2011 Folsom approved Folsom Area Specific Plan that anticipates development between Highway 50 and White Rock Road but as of 2018 this has not happened. This



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project would stimulate such sprawl by pushing development beyond the Specific Plan, the Folsom SOI, and the Sacramento County Urban Services Boundary.

6-17  
cont

17. 3.2.1: Project maps indicate site is surrounded by mostly grazing lands and a small amount of other lands (State Vehicle Recreation Area). These are largely intact native and natural habitat.

6-18

18. 3.4-1: Vegetation of the proposed project site is mostly (56.7 acres) California prairie. The DEIR erroneously calls this “annual grassland” despite noting that it is dominated by *Holocarpha virgata*, a native non-grass species indicative of California prairie, an extremely important and highly threatened California vegetation type (references available on request). Other vegetation types on the site are vernal pools (0.35 acre) and seasonal wetlands (0.14 acre).

6-19

19. The proposed project would violate many Sacramento General Plan conservation policies. These include:
- a. CO-63 – Vernal pools within identified preserves shall not be destroyed for the purpose of converting the land to another use.
  - b. CO-64 – Create natural preserves or wildlife refuges.
  - c. CO-70 – Development projects shall be reviewed for the potential to identify non-development areas and establish preserves.
  - d. CO-75 – Maintain viable populations of special status species through protection of habitat in preserves and links with natural wildlife corridors.
  - e. CO-79 – Manage vegetation on public lands with special status species to encourage locally native species.
  - f. CO-83 – Preserve a representative portion of vernal pool resources across their range.
  - g. CO-134 – Maintain and establish a diversity of native vegetative species in Sacramento County.
  - h. CO-135 – Protect the ecological integrity of California Prairie Habitat (This policy is especially relevant to comment 18 above).
  - i. CO-69 – Avoid placing major infrastructure through preserves unless located along disturbed areas like roads.
  - j. CO-81 – Protect sensitive habitat areas on public lands.

6-20

End of comments

Submitted by:  
Glen Holstein, PhD  
Botanist and Chapter Council Delegate  
Sacramento Valley Chapter  
California Native Plant Society

**Letter**      **California Native Plant Society**  
**6**              **March 21, 2018**

6-1      The comment asserts that the proposed location for the proposed Folsom Corporation Yard is inappropriate and would encourage urban sprawl and suggests that there are other undeveloped sites that could be used as a corporation yard closer to the urbanized area of the City. The comment also states that the proposed site would increase the vehicle miles traveled and greenhouse gas emissions and create a precedent by allowing the annexation. Regarding the location of the proposed corporation yard, a discussion of sites that were considered by the City within and outside urbanized areas is provided in Chapter 5, Project Alternatives. As described therein, there are no other feasible alternative sites that would meet project objectives and reduce environmental impacts. The project site was selected because it is located immediately adjacent to the City. While the area to the north of the project site is currently undeveloped, it has been approved for development and subject to development agreements and will become a fully urbanized area over the next 10 to 15 years. The project would not trigger or otherwise induce growth within this area of the City as it is already approved. With regard to vehicle miles traveled, Section 3.7, *Greenhouse Gas Emissions and Climate Change*, of the Draft EIR evaluates the projects greenhouse gas emissions impacts and as described therein, contains estimates of operational greenhouse gas emissions (including project-generated vehicle miles traveled) on page 3.7-12. The project-generated greenhouse gas emissions were considered significant; however, with implementation of Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures, this impact could be reduced to a less-than-significant level.

- 6-2 The comment states a preference for the no project alternative. This comment will be forwarded to LAFCo and the City Council to aid in their deliberation.
- 6-3 The comment states that in Section 3.3, *Air Quality*, there is no mention of the project's promotion of sprawl and resultant greenhouse gases. The future corporation yard would accommodate the current City population and the City's projected build out from its general plan, anticipated population growth, and other foreseeable development. The analysis is conservative, as project-generated traffic associated with the operational phase due to the relocation and consolidation of project operations and associated staff are considered a new source of emissions in the region.

Regarding the project's potential to induce sprawl, Section 7.1, *Growth Inducement*, of the Draft EIR described the project's potential to induce growth. As described therein, the project would remove some barriers to growth, namely growth approved as part of the Folsom Plan Area Specific Plan. However, this growth was anticipated and approved by the City in 2011, and potential impacts related to that growth were analyzed in the certified *Folsom South of U.S. 50 Specific Plan Project EIR/EIS* (2011). The project would not trigger or otherwise induce growth within this area of the City as such growth is already approved.

- 6-4 The comment references Mitigation Measure 3.4-1: Protection and mitigation of special-status plants. The comment states that translocation of plants is regularly ineffective and unsuccessful, and that the mitigation measures doesn't identify consequences for translocation failure.

Mitigation Measure 3.4-1 does identify consequences for translocation failure. This mitigation measure has been developed in compliance with the requirements of CEQA Guidelines Section 15097 and states that the project applicant will consult with appropriate regulatory agencies and will develop a "Mitigation and Monitoring Plan" for special-status plants identified on the project site. If relocation of special-status plants is required, the mitigation measure further outlines that performance standards, success criteria, and remedial actions will be included in the plan should the relocation effort fail. Appropriate performance standards have been established and would be monitored by the City through the implementation of the Mitigation Monitoring and Reporting Program for the project.

- 6-5 The comment references the Mitigation Measures 3.4-2a, 3.4-2b, and 3.4-2e. The comment states that mitigation for western spadefoot, burrowing owl, and American badger should all meet the high standard for habitat mitigation provided for Swainson's hawk and vernal pool crustaceans.

The aforementioned species are California species of special concern and are not listed under the California Endangered Species Act (CESA) or the federal Endangered Species Act (ESA). Mitigation for loss of habitat for species not listed under CESA or ESA is outside of the scope of CEQA. While CEQA requires protection of these species from take due to project activities, it does not require mitigation for habitat loss. The mitigation measures included in the EIR provide adequate protection for take of these species. Swainson's hawk is listed under CESA and the vernal pool crustaceans with potential to occur in the project site are listed under ESA and CESA; thus, mitigation for habitat loss for these species is required.

- 6-6 The comment references Mitigation Measure 3.4-2f: Mitigation for aquatic invertebrates; vernal pool fairy shrimp and vernal pool tadpole shrimp. The comment states that vernal pool creation frequently fails and is not an appropriate mitigation measure for loss of vernal pool habitat.

The habitat mitigation and habitat creation criteria for impacts to vernal pool habitat included in Mitigation Measure 3.4-2f are based on current USFWS recommendations (USFWS Programmatic Biological Opinion; USFWS 1996). No other guidance is available from USFWS.

- 6-7 The comment references Impact 3.4-5: Interference with resident or migratory wildlife corridors or native wildlife nursery sites. The comment offers the opinion that the basis of the argument in the EIR that led to a less-than-significant conclusion for impacts to wildlife corridors was that the project is too small and close to urbanization to impact wildlife, but that the project is 2.5 miles from the urban area of Folsom.

The impact regarding wildlife corridors (Impact 3.4-5: Interference with resident or migratory wildlife corridors or native wildlife nursery sites in the Draft EIR) considered that land to the south of the project site has been developed as an off-highway vehicle recreation area, that land to the north of the project site is currently planned for and under development for residential uses, that several existing roads are present adjacent to the project site, and that the project site does not contain creeks, rivers, or nursery sites. As such, the Draft EIR concluded impacts to wildlife corridors would be less than significant. The commenter offers no evidence to dispute these conclusions.

- 6-8 The comment asserts that the Prairie House – Refuse Pit is not discussed in Section 3.5, *Cultural and Tribal Cultural Resources*, until it is mentioned in an impact discussion. Page 3.5-6 and 3.5-7 of the Draft EIR provides a list of Archaeological and Historical Resources near the project site and both P-34-2193 (Prairie House) and 34-2190 (pit with domestic refuse) are identified in the list.
- 6-9 The comment references Impact 3.5-4: Disturb a unique paleontological resource and states that the site is underlain by potentially fossil-rich sediments. The comment does not provide a source for the information. The potential occurrence of paleontological resources was based on information from a technical report prepared for the site by ECORP (an environmental consulting firm), which cites *Ecological Subregions of California*. This is a USDA Forest Service Publication which, as quoted in the impact discussion, found that the site is in an area with a prevalence of metamorphic and igneous rocks which have a low paleontological potential, either because they formed beneath the surface of the earth (such as granite), or because they have been altered under high heat and pressures, chaotically mixed or severely fractured. In addition, the evidence of found fossils in the area are in other types of geologic formations. The Draft EIR found that the impact related to paleontological resources would be less than significant.
- 6-10 The comment asserts that the EIR doesn't analyze the potential greenhouse gas emissions associated with "its stimulation of urbanization." Chapter 7, *Other CEQA Considerations*, includes a discussion in Section 7.1, *Growth Inducement*, on the project's potential to induce growth. As described in Section 7.1.2, *Growth-Inducing Impacts of the Project*, the project would remove some barriers to growth, namely growth approved as part of the Folsom Plan Area Specific Plan. However, this growth was anticipated, and potential impacts related to that growth were analyzed in the certified *Folsom South of U.S. 50 Specific Plan Project EIR/EIS (2011)*.

A discussion of the project's contribution to greenhouse gas emissions is found in Section 3.7, *Greenhouse Gas Emissions and Climate Change*. As discussed in Impact 3.7-1, the project's contributions to regional greenhouse gas emissions is potentially significant. However, Mitigation Measure 3.7-1 would require a range of greenhouse gas emission reduction measures in the construction, design, and operation of the future corporation yard. With implementation of this mitigation, the impact would be reduced to less than significant.

- 6-11 The comment states that the project's stimulation of sprawl is not adequately discussed in the Draft EIR. Specifically, the comment references the impacts related to groundwater. See response to comment 6-10. A discussion of the project's direct impacts on groundwater is found in Section 3.9, *Hydrology and Water Quality*. Impact 3.9-2 of the Draft EIR (page 3.9-15) discusses the potential for the project to affect groundwater. The project would not use groundwater as a water source. While the future corporation yard would include impervious surfaces that could impede groundwater recharge, the project is not anticipated to significantly affect groundwater recharge because of the size of the groundwater basin in the Folsom area. It is not anticipated that the project would affect

groundwater quality as stormwater infrastructure would be designed to detain and filter stormwater runoff to prevent long-term water quality degradation. The Draft EIR found that the project would have a less-than-significant impact on groundwater recharge or depletion.

- 6-12 The comment states that the project's stimulation of sprawl is not adequately discussed in the Draft EIR. Specifically, the comment references the impacts related to traffic. See response to comment 6-10. A discussion of the project's direct impacts on traffic is found in Section 3.11, *Transportation and Circulation*. The section provides a discussion of the traffic associated with the project and how it interacts with the current conditions. The only potential impact identified was to the intersection at Scott Road and White Rock Road. With implementation of Mitigation Measure 3.11-1, the project's impact on intersection operations would be reduced to a less-than-significant level. Chapter 4, *Cumulative Impacts*, provides a discussion of how the project would affect future cumulative conditions (when the Folsom Plan Area is built out). As described therein, the project would not have a cumulatively considerable impact on traffic.
- 6-13 The comment states that the project's stimulation of sprawl is not adequately discussed in the Draft EIR. Specifically, the comment references the impacts related to freeway traffic. See response to comment 6-10 and 6-12. A discussion of the project's direct impacts on traffic is found in Section 3.11, *Transportation and Circulation*. As described in Impact 3.11-2: Impacts to freeway facilities, the project would have a less-than-significant impact on freeway operations under existing plus project conditions. As discussed in Chapter 4, *Cumulative Impacts*, the project would not have a cumulatively considerable impact on freeway facilities.
- 6-14 The comment states that the project's stimulation of sprawl is not adequately discussed in the Draft EIR. Specifically, the comment references the impacts related to utilities and service systems infrastructure. See response to comment 6-10. A discussion of the project's direct impacts on utilities and service systems infrastructure is found in Section 3.6, *Energy* and Section 3.12, *Utilities and Service Systems*.
- 6-15 The comment states that "Population and housing growth does not consider that the site is zoned for general agriculture 80 acres." As stated in Chapter 2, *Project Description*, the SOIA/annexation area is designated as General Agricultural 80-acre (GA-80) but is zoned as a Special Planning Area. The change from a GA-80 designation to a Public and Quasi-Public Facility designation was analyzed throughout the EIR document. See also response to comment 6-10. A small error was found in Chapter 1, *Introduction*, which states that the site is zoned as GA-80; however, that is incorrect, and the following text from page 1-9 is corrected in the Draft EIR. This change does not alter the conclusion of the Draft EIR.

## POPULATION AND HOUSING

The project would not include construction of new housing or commercial businesses. Therefore, no direct population growth would result from implementation of the project. Construction would be short-term (approximately 24 months) and is not expected to result in construction employees relocating to the project vicinity due to this short duration. No additional permanent staff would be needed for project operation. City staff that would work on site, would relocate from the existing sites that currently serve the City's departments. Further, the project would not include removal of any housing, including any affordable housing. In addition, the site is currently ~~zoned~~ designated as General Agricultural 80-acre, so the site has not been identified as a site for future housing. Therefore, the project would have no impact on displacement of housing or people. No significant impacts to population and housing would occur, and this issue is not discussed further in this EIR. The potential for growth-inducing effects, however, is considered, as required by CEQA, in Chapter 6, Other CEQA Sections.

6-16 The comment states that the project site was not identified for development by SACOG, and the site was included in the SSHCP. In Chapter 1, *Introduction* as well as in Chapter 4, *Cumulative*, the Draft EIR acknowledges that “The SACOG MTP/SCS identifies the project site as part of the “Lands Not Identified for Development in the MTP/SCS or Blueprint.” However, as also stated in Chapter 1, *Introduction*, the MTP/SCS and Blueprint do not ensure growth or restrict growth from occurring in these areas. A discussion of the project’s consistency with the SSHCP is found in Chapter 1, *Introduction and Section 3.4, Biological Resources*. See also response to comment 4-6.

6-17 The comment states that the project would stimulate growth by pushing development beyond the Folsom Plan Area Specific Plan. As described response to comment 6-3, the future corporation yard would accommodate the current City population and the City’s projected build out from its general plan, anticipated population growth, and other foreseeable development.

Regarding the project’s potential to induce sprawl, Section 7.1, *Growth Inducement*, of the Draft EIR described the project’s potential to induce growth. As described therein, the project would remove some barriers to growth, namely growth approved as part of the Folsom Plan Area Specific Plan. However, this growth was anticipated and approved by the City in 2011, and potential impacts related to that growth were analyzed in the certified Folsom South of U.S. 50 Specific Plan Project EIR/EIS (2011). The project would not trigger or otherwise induce growth within this area of the City as such growth is already approved.

6-18 The comment states that the site is surrounded by “largely intact native and natural habitat.” A discussion of biological resources is found in Section 3.4, *Biological Resources*. As described in Section 3.4, the project site contains mostly non-native grassland that has been used for cattle grazing.

6-19 The comment references Section 3.4.1, *Environmental Setting*; specifically, the description of annual grassland. The comment states that Draft EIR erroneously identifies “Annual Grassland” and that this habitat type should be considered “California prairie.” The comment states that the Draft EIR noted that the habitat was dominated by *Holocarpha virgata*, or sticky tarweed.

The biological resources section does not state that the project site is dominated by sticky tarweed, and rather stated that the project site is dominated by non-native grasses, which is consistent with classifying the habitat as “Annual Grassland.” This habitat classification is based on a 2008 special-status plant survey of the project site (GenCorp Realty Investments, LLC. 2008) and a reconnaissance-level survey of project site by a biologist on November 9, 2017.

6-20 The comment states that project would violate many Sacramento General Plan conservation policies. Each policy referenced in the comment is addressed below:

- a. CO-63 – Vernal pools within identified preserves shall not be destroyed for the purpose of converting the land to another use. The project site is not within an identified preserve as designated in the Land Use portion of the Sacramento County 2030 General Plan. This General Plan policy is not applicable to the project because the project site does not support preserve areas.
- b. CO-64 – Create natural preserved or wildlife refuges. The project site is not within a zone designated as a preserve in the Sacramento County 2030 General Plan and is designated as General Agriculture and zoned as Special Planning Area.
- c. CO-70 – Development projects shall be reviewed for the potential to identify non-development areas and establish preserves. The project site is designated as General Agriculture and zoned as Special Planning Area. and is not within a zone designated as a preserve in the Sacramento County 2030 General Plan.

- d. CO-75 – Maintain viable populations of special-status species through protection of habitat in preserved and links with natural wildlife corridors. The project site is not within a zone designated as a preserve in the Sacramento County 2030 General Plan. Additionally, Section 3.4.3, *Environmental Impacts and Mitigation Measures*, Impact 3.4-5, discusses the projects impact on wildlife corridors. This impact was determined to be less than significant. Section 3.4.3 also discusses potential impacts to special-status plant and wildlife species. All impacts would be mitigated to a less-than-significant level.
- e. CO-79 – Manage vegetation on public lands with special-status species to encourage locally native species. The project site is not located on public land. This General Plan policy is not applicable to the project.
- f. CO-83 – Preserve a representative portion of vernal pool resources across their range. The project site is not within a zone designated as a preserve in the Sacramento County 2030 General Plan. The project site is designated as General Agriculture and zoned as Special Planning Area.
- g. CO-134 – Maintain and establish a diversity of native vegetative species in Sacramento County. The project site contains predominately non-native grass species. Impact 3.4-1 in Section 3.4.3, *Environmental Impacts and Mitigation Measures* discusses potential impacts to special-status plant species on the project site. This impact would be mitigated to a less-than-significant level by requiring identification and avoidance of special-status plants or compensation if plants cannot be avoided.
- h. CO-135 – Protect the ecological integrity of California Prairie Habitat. The project site contains predominately non-native grass species, and because of this, is not optimal California Prairie habitat.
- i. CO-69 – Avoid placing major infrastructure through preserves unless located along disturbed areas like roads. The project site is not within a zone designated as a preserve in the Sacramento County 2030 General Plan. The project site is designated as General Agriculture and zoned as Special Planning Area. Further, the project site is located along White Rock Road.
- j. CO-81 – Protect sensitive habitat areas on public lands. The project site is not located on public land and as a result, this General Plan policy is not applicable to the project.



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Letter  
7

March 22, 2018

Don Lockhart, AICP, Executive Officer Sacramento  
LAFCo 1112 I Street, Suite 100  
Sacramento, CA 95814  
Phone: (916) 874-2937

RE: Folsom Corporation Yard Sphere of Influence Amendment and  
Annexation Draft Environmental Impact Report (LAFCo #01-17)

Dear Mr. Lockhart

Please accept this email comment on the Folsom Corporation Yard Sphere  
of Influence Amendment and Annexation Draft Environmental Impact  
Report (LAFCo #01-17).

The mitigation measures for impacts on Swainson's Hawk are as follows  
(ES11-13):

Mitigation Measure 3.4-2c: Protection measures for nesting raptors. The City of Folsom shall impose the following conditions prior to, and during, construction:

The following measures will be implemented and are intended to avoid and minimize impacts to nesting raptors including Swainson's hawk:

For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson's hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15.

For construction activities that would occur within 0.5 mile of a likely Swainson's hawk nest site, the project applicant shall attempt to initiate construction activities prior to nest initiation phase (i.e.,

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before March 1). Depending on the timing, regularity, and intensity of construction activity, construction in the area prior to nest initiation may discourage a Swainson’s hawk pair from using that site and eliminate the need to implement further nest-protection measures, such as buffers and limited construction operating periods around active nests. Other measures to deter establishment of nests (e.g., reflective striping or decoys) may be used prior to the breeding season in areas planned for active construction. However, if breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities.

Impacts to nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5- mile-wide buffer for Swainson’s hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, 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 shall be required if the activity has potential to adversely affect the nest.

Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.

Mitigation Measure 3.4-2d: Mitigation for loss of Swainson’s hawk foraging habitat. The City of Folsom shall impose the following conditions prior to, and during, construction:

To mitigate for the loss of approximately 41.5 acres of suitable Swainson’s hawk foraging habitat, the project applicant shall implement a Swainson’s hawk mitigation plan consistent with the Sacramento County Swainson’s Hawk Ordinance, including but not limited to the requirements described below:

Prior to any site disturbance, such as clearing or grubbing, the issuance of any permits for grading, building, or other site improvements, or recordation of a final map, whichever occurs first, the project applicant shall acquire suitable Swainson’s hawk foraging habitat as determined by CDFW and approved by the County acre of similar habitat for each acre affected.

The project applicant shall preserve through conservation easement(s) or fee title one acre of similar habitat for each acre affected.

The project applicant shall transfer said easement(s) or title to the County, CDFW, and a third-party conservation organization as acceptable to the County and CDFW. The County may, at its discretion, waive the requirement for a third-party conservation organization to be party to the easement or fee title. Such third-party conservation organizations shall be characterized by non-profit 5019(c)(3) status with the Internal Revenue Service and be acceptable to both the County and CDFW.

**We find the following measure inconsistent with the past policies and guidance of the California Department of Fish and Wildlife (1994). The following is not a mitigation measures since it does not reduce impacts to Swainson’s Hawks but merely protects construction activity near known nesting sites from being disrupted by nesting behavior. This is not a**

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cont

measure to reduce impacts on the environment and should not be included as a permitted activity:

"For construction activities that would occur within 0.5 mile of a likely Swainson's hawk nest site, the project applicant shall attempt to initiate construction activities prior to nest initiation phase (i.e., before March 1). Depending on the timing, regularity, and intensity of construction activity, construction in the area prior to nest initiation may discourage a Swainson's hawk pair from using that site and eliminate the need to implement further nest-protection measures, such as buffers and limited construction operating periods around active nests. Other measures to deter establishment of nests (e.g., reflective striping or decoys) may be used prior to the breeding season in areas planned for active construction. However, if breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities."

7-1  
cont

We are requesting that this language be removed from the EIR.

Please send all notices and correspondence via email if possible. Our contact information is:

Friends of the Swainson's Hawk  
8867 Bluff Lane  
Fair Oaks, CA 95628  
916-769-2857  
email: swainsonshawk@sbcglobal.net

Letter Friends of the Swainson's Hawk  
7 March 21, 2018

7-1 The comment references Mitigation Measure 3.4-2c: Protection measures for nesting raptors. The comment states that a portion of the Mitigation Measure is inconsistent with past policies and CDFW guidance, and requests that the text be removed from the EIR.

The lead agencies concur with the comment's assertion and will remove the selected text from Mitigation Measure 3.4-2c (see below). This change does not alter the conclusion of the Draft EIR.

**Mitigation Measure 3.4-2c: Protection measures for nesting raptors.**

The City of Folsom shall impose the following conditions prior to, and during, construction:

The following measures will be implemented and are intended to avoid and minimize impacts to nesting raptors including Swainson's hawk:

- ▲ For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson's hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15.
- ▲ ~~For construction activities that would occur within 0.5 mile of a likely Swainson's hawk nest site, the project applicant shall attempt to initiate construction activities prior to nest initiation phase (i.e., before March 1). Depending on the timing, regularity, and intensity of construction activity, construction in the area prior to nest initiation may discourage a~~

Swainson's hawk pair from using that site and eliminate the need to implement further nest protection measures, such as buffers and limited construction operating periods around active nests. Other measures to deter establishment of nests (e.g., reflective striping or decoys) may be used prior to the breeding season in areas planned for active construction. However, if breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities

- ▲ Impacts to nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson's hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, 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 shall be required if the activity has potential to adversely affect the nest.
- ▲ Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.

#### **Significance after Mitigation**

Implementation of Mitigation Measure 3.4-2c would reduce impacts on nesting raptors to a **less-than-significant** level because preconstruction surveys would be conducted and active raptor nests would be protected from construction activities.



<b>Letter 8</b>
---------------------

April 16, 2018

SENT VIA E-MAIL ONLY

Mr. Don Lockhart, AICP, Executive Officer  
 Sacramento LAFCo  
 1112 I Street, Suite 100  
 Sacramento, CA 95814

**Folsom Corporation Yard Sphere of Influence Amendment and Annexation  
 Draft Environmental Impact Report and Draft Municipal Services Review  
 (LAFCo #01-17, SMAQMD #SAC201801977)**

Dear Mr. Lockhart:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (SMAQMD) the opportunity to review the Draft Environmental Impact Report (DEIR) for the Folsom Corporation Yard Sphere of Influence Amendment (SOIA) and Annexation project and the Draft Municipal Services Review. The proposal includes a SOIA, general plan amendment, prezone, and annexation of 58 acres on the southeast corner of Prairie City Road and White Rock Road for the future development of a corporation yard for the City of Folsom, right of way for the Southeast Connector, and future realignment of Scott Road and access to the Prairie City SVRA. SMAQMD staff comments follow.

8-1

Although the air quality analysis determined criteria pollutant emissions from construction and operational activities from the proposed project are below SMAQMD's recommended thresholds of significance, development of this land is not consistent with growth projections in the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adopted by the Sacramento Area Council of Governments. Therefore, the project is not consistent with the land use projections used to develop the SMAQMD's Federal Ozone Attainment Plan (OAP). Generally, when a project is not consistent with the MTP/SCS and OAP, SMAQMD recommends a 35 percent ozone precursor emissions reduction plan. Understanding this is a small, public project, a 35 percent reduction may not be feasible. If that is the case, a minimum 15 percent reduction should be documented. SMAQMD recommends LAFCo add a condition of approval to the project requiring documentation of ozone precursor emissions reductions from project design features, draft General Plan policies that would reduce emissions from the City of Folsom's vehicle fleets and buildings, and the closing/consolidation of existing facilities.

8-2

777 12th Street, 3rd Floor ■ Sacramento, CA 95814-1908  
 916/874-4800 ■ 916/874-4899 fax  
 www.airquality.org

Mr. Lockhart  
Folsom Corporation Yard SOIA  
April 16, 2018  
Page 2

SMAQMD recommends adding the planting/installation of a vegetative barrier to Mitigation Measure 3.3-1 to assist in reducing toxic air contaminant exposure to future residents in the Folsom Plan Area Specific Plan.

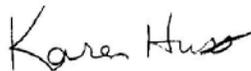
8-3

In regards to the Draft Municipal Services Review, the Folsom Corporation Yard SOIA will not create any services, facility or fiscal impacts to the SMAQMD.

8-4

You may contact me at 916-874-4881 or [khuss@airquality.org](mailto:khuss@airquality.org) if you have any questions regarding these comments.

Sincerely,



Karen Huss  
Associate Air Quality Planner/Analyst

Cc: Paul Philley, SMAQMD  
Joseph J. Hurley, SMAQMD  
Scott Johnson, City of Folsom

**Letter**      **Sacramento Metropolitan Air Quality Management District**  
**8**              **April 16, 2018**

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- 8-1 This is an introductory statement. No response is necessary.
- 8-2 The comment states that the project would not be consistent with the land use projections used to develop the Sacramento Metropolitan Air Quality Management District (SMAQMD) Federal Ozone Containment Plan (OAP). SMAQMD suggests that a minimum 15 percent reduction in ozone precursors (i.e., reactive organic compounds, oxides of nitrogen) be documented and recommends that LAFCo include a condition of approval requiring the documentation of achieving this reduction in emissions.

As discussed in Impact 3.3-2: Long-term operational emissions of air pollutants, the project would not exceed applicable SMAQMD CEQA thresholds of significance for any pollutant. Thus, no mitigation measures were recommended or required per SMAQMD CEQA guidance. Further, it is important to note that although the project would be located in an area where development was not contemplated for the region, the project would be moving existing facilities and associated existing emission sources (e.g., maintenance vehicles, building energy). Thus, the project does not result in substantial new emissions to the area.

Also relevant to SMAQMD's concern of regional ozone precursors, Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures, includes various GHG reduction measures that would also result in reductions in ozone precursor emissions. To demonstrate that incorporated mitigation measures would be adequate, additional analysis was conducted to determine what level of mitigation would achieve the 15 percent ozone reduction. Based on the modeling conducted, the City of Folsom would need to reduce annual gasoline fuel use by 25 percent over the operational life of the project. Mitigation Measure 3.7-1 has been revised to ensure the 15 percent reduction in ozone precursor requirement is met. For detailed assumptions and calculations see Appendix A of the Final EIR. See revisions to Mitigation Measure 3.7-1 below. This change does not alter the conclusion of the Draft EIR.

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

The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO<sub>2</sub>e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions.

To reduce GHG emissions associated with construction and operation of the project, the following onsite GHG reduction measures shall be incorporated into project design, to the extent feasible:

**Onsite Construction**

- ▲ Enforce idling time restrictions for construction vehicles.
- ▲ Require construction vehicles to operate with the highest tier engines commercially available.
- ▲ Increase use of electric and renewable fuel-powered construction equipment.

**Onsite Operation**

- ▲ Replace diesel-fueled heavy-duty fleet vehicles with renewable compressed natural gas (CNG)-fueled or renewable diesel-fueled fleet vehicles.
- ▲ Replace gasoline-fueled passenger vehicles with electric vehicles to reduce fleetwide gasoline use by 25 percent over existing conditions or equivalent to a savings of 10,830 gallons of gasoline use per year.
- ▲ Achieve reductions in onsite electricity use through use of onsite renewable energy (e.g., solar photovoltaic panels). Building design and solar installation shall take into account solar orientation to maximize solar exposure.
- ▲ Install 240-Volt electric vehicle chargers and signage in the parking areas.
- ▲ Install energy-efficient lighting for parking and outdoor area lighting
- ▲ Reduce indoor water use by installing low-flow plumbing fixtures.
- ▲ Reduce outdoor water use by reducing turf area and use water-efficient irrigation systems (i.e., smart sprinkler meters) and landscaping techniques/design, and install rain water capture systems.
- ▲ Install a grey water system to irrigate outdoor landscaping and/or to use for indoor non-potable water uses.
- ▲ Incorporate site design features to reduce onsite heat island effect including wall shading.

**Offsite GHG Reduction**

If after incorporation of all feasible onsite GHG construction and operations reduction measures, project GHG emissions are not reduced to zero, the City shall purchase carbon credits to offset the level of project-related GHG emissions remaining after implementation of the feasible onsite measures identified above.

The quantity of carbon credits purchased by the City to offset the project's operational GHG emissions shall be based on the annual mass of GHG emissions less the reduction achieved by implementation of the onsite reductions measures described above, multiplied by an operational life of 25 years.

- 8-3 The comment includes a recommendation to add planting/installation of a vegetative barrier to Mitigation Measure 3.3-1. This has been added, as shown below. This change does not alter the conclusion of the Draft EIR.

**Mitigation Measure 3.3-1: Incorporate design features to minimize exposure of sensitive receptors to TACs.**

Prior to construction, the City of Folsom will implement the following measures to address TAC exposure:

**Construction**

- ▲ Enforce idling time restrictions for construction vehicles;
- ▲ Require construction vehicles to operate with the highest tier engines commercially available; and
- ▲ Increase use of electric and renewable fuel-powered construction equipment.

### **Operation**

- ▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and
- ▲ Signs shall be posted at all 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 to reduce idling emissions of diesel PM.
- ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.
  - A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50.
  - The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways.
    - Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap.
    - Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps.
  - All vegetation chosen shall have a porosity of 20 to 40 percent.
  - A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors.
  - Some tree species that may be considered include Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwoods (*Sequoia sempervirens*). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters.

### **Significance after Mitigation**

Implementation of Mitigation Measure 3.3-1 would incorporate measures to minimize exposure of sensitive receptors and ensure that any construction activities and new sources of TACs associated with a future corporation yard construction and operation would not expose sensitive land uses to excessive TAC levels. Thus, the TAC sources generated by a future corporation yard construction and operation would not result in an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at

existing or future sensitive receptors and this impact would be reduced to **less than significant**.

- 8-4 This comment states that, in regards the Draft Municipal Services Review, “the Folsom Corporation Yard SOIA will not create any services, facility or fiscal impacts to the SMAQMD.” This is not a comment on the adequacy of the EIR; however, the comment will be forwarded to the City Council and LAFCo for consideration.

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## 3 CORRECTIONS AND REVISIONS TO THE DRAFT EIR

### 3.1 INTRODUCTION

This chapter includes revisions to the text in the Folsom Corporation Yard SOIA/Annexation Project Draft EIR following its publication and circulation for public review. The changes are presented in the order they appear in the Draft EIR and are identified by page number, where relevant. The changes shown in this chapter originate either from responses to comments received on the Draft EIR that resulted in text modifications or corrections or from modifications included by LAFCo/City of Folsom staff that occurred after circulation of the Draft EIR for public review.

The Draft EIR modifications in this chapter do not result in new significant effects or substantial increases in previously identified significant effects, so there is no need to recirculate the Draft EIR for additional public review (see CEQA Guidelines Section 15088.5). Revisions shown as excerpts from the Draft EIR text include strikethrough (~~strikethrough~~) text for deletions and underline (underline) text for additions.

### 3.2 DRAFT EIR REVISIONS AND CORRECTIONS

#### CHAPTER 1 – INTRODUCTION

The bulleted list on page 1-1 of the Draft EIR is revised as follows:

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

Per response to comment 6-15, the *Population and Housing* section on page 1-9 of the Draft EIR is revised as follows:

#### POPULATION AND HOUSING

The project would not include construction of new housing or commercial businesses. Therefore, no direct population growth would result from implementation of the project. Construction would be short-term (approximately 24 months) and is not expected to result in construction employees relocating to the project vicinity due to this short duration. No additional permanent staff would be needed for project operation. City staff that would work on site, would relocate from the existing sites that currently serve the City's departments. Further, the project would not include removal of any housing, including any affordable housing. In addition, the site is currently ~~zoned~~ designated as General Agricultural 80-acre, so the site has not been identified as a site for future housing. Therefore, the project would have no impact on displacement of housing or people. No significant impacts to population and housing would occur, and this issue is not discussed further in this EIR. The potential for growth-inducing effects, however, is considered, as required by CEQA, in Chapter 6, Other CEQA Sections.

## CHAPTER 2 – PROJECT DESCRIPTION

The section, *Reorganization*, on Page 2-26 of the Draft EIR is revised as follows:

### REORGANIZATION

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

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

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

## SECTION 3.2 – AGRICULTURE AND FORESTRY RESOURCES

The following section on Page 3.2-5 of the Draft EIR is revised as follows:

### California Land Conservation Act of 1965

The California Land Conservation Act of 1965, or Williamson Act (California Government Code Section 51200 et seq.), preserves agricultural and open space lands through property tax incentives and voluntary restrictive use contracts. Private landowners voluntarily restrict their land to agricultural and compatible open-space uses under minimum 10-year rolling term contracts. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

The owners filed a nonrenewal application for the Williamson Act contracts in February 2008. Note, cancellation action initiation ~~was independent of, and predates,~~ this application. The contracts expired in February 2018.

The following section of text on Page 3.2-6 of the Draft EIR was deleted from this page and added to Impact 3.2-1:

As shown in Table 3.2-2 and Exhibit 3.2-2, the SOIA/annexation area is comprised of four soil types with varying suitability for agricultural production.

**Table 3.2-2 — Agricultural Soil Evaluation**

Map Unit	Soil Type	Rating	Range Production (lbs/acre/normal year)	Acres in Project Site	Percent of Project Site
156	Hadschville Pentz complex, 2 to 30 percent slopes	Grade 4 – Poor	1,440	7.6	13.10%

**Table 3.2-2 Agricultural Soil Evaluation**

Map Unit	Soil Type	Rating	Range Production (lbs/acre/normal year)	Acres in Project Site	Percent of Project Site
192	Red Bluff loam, 2 to 5 percent slopes	Grade 1-Excellent	2,400	5.8	10.10%
193	Red Bluff Redding complex, 0 to 5 percent slopes	Grade 1-Excellent	2,310	39.4	68.20%
235	Wick gravelly loam, 2 to 15 percent slopes	Grade 2-Good	2,125	5.0	8.70%
<b>Total</b>				<b>57.8</b>	<b>100.00%</b>

Source: NRCS 2017

Revised Storie Index numerical ratings have been combined into six classes as follows:

- ▲ Grade 1: Excellent (81 to 100)
- ▲ Grade 2: Good (61 to 80)
- ▲ Grade 3: Fair (41 to 60)
- ▲ Grade 4: Poor (21 to 40)
- ▲ Grade 5: Very poor (11 to 20)
- ▲ Grade 6: Nonagricultural (10 or less)

Approximately 80 percent of the site is Grade 1 land and would qualify as prime agricultural land under the Cortese Knox Hertzberg Local Government Reorganization Act definition (b), above. Based on NRCS soil productivity data, soils in the SOIA/annexation area could produce up to 2,400 pounds of dry forage per acre per year (NRCS 2017). The USDA National Range and Pasture Handbook specifies that 1 animal unit year is equal to 9,490 pounds of dry forage per acre per year (USDA 2003). Therefore, the project site does not contain lands that could support at least one animal unit per acre. The project site is not currently or feasibly irrigated, and is not planted with fruit or nut-bearing plants or any other agricultural products.

The following section of text on Pages 3.2-12 and 3.2-13 of the Draft EIR was moved from Page 3.2-6 and added to Impact 3.2-1, as follows:

**Impact 3.2-1: Conversion of farmland into non-agricultural uses**

The project site is categorized as farmland and the conversion of this land to a nonagricultural use would be considered a **significant** impact.

As shown on the FMMP map (Exhibit 3.2-1), above, the site is categorized as grazing land. In the FMMP program, grazing land “does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock” (DOC 2017). While grazing land is not generally considered important farmland, Sacramento County considers the loss of more than 50 acres of grazing land outside of the urban services boundary to be a significant impact. This project, along with a future corporation yard, would result in the loss of more than 50 acres of agricultural land, as defined by Sacramento County.

As shown in Table 3.2-2 and Exhibit 3.2-2, the SOIA/annexation area is comprised of four soil types with varying suitability for agricultural production.

**Table 3.2-2 Agricultural Soil Evaluation**

<u>Map Unit</u>	<u>Soil Type</u>	<u>Rating</u>	<u>Range Production (lbs/acre/normal year)</u>	<u>Acres in Project Site</u>	<u>Percent of Project Site</u>
<u>156</u>	<u>Hadselville-Pentz complex, 2 to 30 percent slopes</u>	<u>Grade 4 - Poor</u>	<u>1,440</u>	<u>7.6</u>	<u>13.10%</u>
<u>192</u>	<u>Red Bluff loam, 2 to 5 percent slopes</u>	<u>Grade 1 - Excellent</u>	<u>2,400</u>	<u>5.8</u>	<u>10.10%</u>
<u>193</u>	<u>Red Bluff-Redding complex, 0 to 5 percent slopes</u>	<u>Grade 1 - Excellent</u>	<u>2,310</u>	<u>39.4</u>	<u>68.20%</u>
<u>235</u>	<u>Vleck gravelly loam, 2 to 15 percent slopes</u>	<u>Grade 2 - Good</u>	<u>2,125</u>	<u>5.0</u>	<u>8.70%</u>
<b>Total</b>				<b>57.8</b>	<b>100.00%</b>

Source: NRCS 2017

Revised Storie Index numerical ratings have been combined into six classes as follows:

- ▲ Grade 1: Excellent (81 to 100)
- ▲ Grade 2: Good (61 to 80)
- ▲ Grade 3: Fair (41 to 60)
- ▲ Grade 4: Poor (21 to 40)
- ▲ Grade 5: Very poor (11 to 20)
- ▲ Grade 6: Nonagricultural (10 or less)

Approximately 80 percent of the site is Grade 1 land and would qualify as prime agricultural land under the Cortese-Knox-Hertzberg Local Government Reorganization Act definition (b), above. Based on NRCS soil productivity data, soils in the SOIA/annexation area could produce up to 2,400 pounds of dry forage per acre per year (NRCS 2017). The USDA National Range and Pasture Handbook specifies that 1 animal unit year is equal to 9,490 pounds of dry forage per acre per year (USDA 2003). Therefore, the project site does not contain lands that could support at least one animal unit per acre. The project site is not currently or feasibly irrigated, and is not planted with fruit or nut-bearing plants or any other agricultural products.

In addition, under LAFCo’s definition, this land would be considered prime farmland because it contains a majority of land classified between 80 and 100 on the Storie Index. Therefore, any loss of land of this type would be considered by LAFCo to be a **significant** impact.

### SECTION 3.3 – AIR QUALITY

Per response to comment 8-3, Mitigation Measure 3.3-1 on Pages 3.3-19 and 3.3-20 of the Draft EIR is revised as follows:

#### **Mitigation Measure 3.3-1: Incorporate design features to minimize exposure of sensitive receptors to TACs.**

Prior to construction, the City of Folsom will implement the following measures to address TAC exposure:

##### Construction

- ▲ Enforce idling time restrictions for construction vehicles;
- ▲ Require construction vehicles to operate with the highest tier engines commercially available; and

- ▲ Increase use of electric and renewable fuel-powered construction equipment.

### **Operation**

- ▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and
- ▲ Signs shall be posted at all 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 to reduce idling emissions of diesel PM.
- ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.
  - A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50.
  - The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways.
    - Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap.
    - Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps.
  - All vegetation chosen shall have a porosity of 20 to 40 percent.
  - A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors.
  - Some tree species that may be considered include Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwoods (*Sequoia sempervirens*). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters.

### **Significance after Mitigation**

Implementation of Mitigation Measure 3.3-1 would incorporate measures to minimize exposure of sensitive receptors and ensure that any construction activities and new sources of TACs associated with a future corporation yard construction and operation would not expose sensitive land uses to excessive TAC levels. Thus, the TAC sources generated by a future corporation yard construction and operation would not result in an incremental increase in cancer risk greater than 10 in one million

or a hazard index greater than 1.0 at existing or future sensitive receptors and this impact would be reduced to **less than significant**.

## SECTION 3.4 – BIOLOGICAL RESOURCES

The following policy was added to the *Sacramento County General Plan* section on Page 3.4-12 of the Draft EIR:

- ▲ **Policy CO-63:** Vernal pools, wetlands, and streams within identified preserves shall not be drained, excavated, or filled for the purpose of converting the land to another use. If fill or modification is required for Drainage Master Plans, stormwater quality or levee maintenance, creation or restoration of an equal amount must occur within the boundaries of the preserve to achieve no net loss consistent with policy CO-58.

The section, *Consistency with SSHCP*, on Page 3.4-17 of the Draft EIR is revised as follows:

### Consistency with SSHCP

The SOIA/annexation area is within the proposed SSHCP area. A public draft of the SSHCP and its Draft EIS/EIR have been released, however, the SSHCP has not yet been adopted. The SSHCP includes a multi-jurisdictional group of partners, including Sacramento County, the cities of Rancho Cordova and Galt, the Sacramento County Water Agency, and the Southeast Connector Joint Powers Authority. The project site is currently within PPU1, where only select Covered Activities associated with SSHCP conservation strategies are permissible. Proposed development plans would not qualify as covered activities, and incidental take of covered species would not be permitted under the SSHCP. The City of Folsom is not participating in the SSHCP, and upon annexation into the City of Folsom, the project site would not be included in the SSHCP area and future development related to the proposed SOIA would not be subject to the SSHCP provisions. Because the SSHCP is not an approved plan no conflicts with adopted plans would occur and, there would be no direct impact and this is not analyzed further in this EIR. For an evaluation of cumulative impacts related to the SSHCP, see Section 4.3.4, *Biological Resources*, in Draft EIR Chapter 4, *Cumulative Impacts*.

Per response to comment 4-6, text in Draft EIR Section 4.3.4, *Biological Resources*, on page 4-7 has been modified to include Mitigation Measure 4-2, as follows. This addition does not alter the conclusion of the Draft EIR.

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

### **Mitigation Measure 4-2: Cumulative Biological Resource Impacts**

To ensure that the feasibility and effectiveness of the SSHCP Conservation Strategy is maintained, prior to the approval and construction of any developed uses on the SOIA/annexation area, the City of Folsom shall coordinate with CDFW regarding the acquisition of mitigation lands as described in Mitigation Measures 3.4-1, 3.4-2b, 3.4-2d, and 3.4-2f. The City, in coordination with CDFW, shall assess whether those projects would compete with, or impede, implementation of the SSHCP Conservation Strategy. In addition, the City of Folsom shall coordinate with CDFW to ensure that any actions required by Mitigation Measures 3.4-1 through 3.4-3 are consistent with the avoidance, minimization, and mitigation measures for covered species described in the draft SSHCP.

The draft SSHCP identifies 67,618 acres of Urban Development Area (UDA), which corresponds with the County's USB, and 33,499 acres of planned impact within that UDA. The SOIA Area is located outside of the UDA and outside of the USB and, as such, would not have been included in the planned impact calculation.

To offset the planned impacts that would occur within the UDA, the SSCHP Conservation Strategy calls for creation of an integrated preserve system that conserves the natural land covers, certain cropland, and irrigated pasture-grassland in the SSHCP plan area. The preserve system will preserve at least 34,495 acres of existing habitat and re-establish or establish at least 1,787 acres of habitat, for a total preserve system of 36,282 acres. There are 250,038 acres of plan area outside of the UDA within which preservation land would be sought from willing sellers.

Possible future development of the 58-acre SOIA/annexation project site, with the potential associated acquisition of mitigation lands in the SSHCP plan area, is unlikely to interfere with the ability to successfully implement the SSHCP Conservation Strategy given the extensive acreage (250,038 acres) of the SSHCP area outside of the UDA boundaries. The SSHCP does not categorize specific areas to acquire for preservation lands and would rely on purchasing suitable land from willing sellers anywhere within the undeveloped portions of the plan area. The overall availability of land is not likely to limit overall achievement of conservation goals (36,282 acres out of 250,038 acres or 14 percent of land in the area outside of the UDA). If a parcel were acquired for mitigation for Swainson's hawk (or other covered species) by the City to benefit the Corporation Yard SOIA/Annexation project area, it would contribute to the overall preservation of land in the south and east County, and the overall conservation of the species in the area. Even though the parcel would not be counted towards the SSHCP preserve area, it would not preclude the SSHCP from achieving its goals, which is the long-term conservation of covered species.

Prior to the approval and construction of any developed uses on the SOIA/annexation project site following adoption of the SSHCP, the City of Folsom shall coordinate with CDFW regarding acquisition of mitigation lands, as described in Mitigation Measures 3.4-1, 3.4-2b, 3.4-2d, and 3.4-2f. CDFW, one of the SSHCP's Permitting Agencies and a member of the SSHCP's Technical Advisory Committee, would review any property acquisition proposal. During this review, CDFW would have an opportunity to assess whether acquisition would meet targeted SSCHP objectives and preserve acquisition criteria. CDFW would evaluate the consistency of Mitigation Measures 3.4-1 through 3.4-3 with the avoidance, minimization, and mitigation measures for covered species described in the draft SSHCP.

~~However~~Therefore, while the project would implement mitigation measures that would offset these impacts to the extent possible, the project's contribution would be **cumulatively considerable and significant and unavoidable**.

Per response to comment 7-1, Mitigation Measure 3.4-2c on Pages 3.4-22 and 3.4-23 of the Draft EIR is revised as follows:

### **Mitigation Measure 3.4-2c: Protection measures for nesting raptors.**

The City of Folsom shall impose the following conditions prior to, and during, construction:

The following measures will be implemented and are intended to avoid and minimize impacts to nesting raptors including Swainson's hawk:

- ▲ For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson's hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15.
- ▲ ~~For construction activities that would occur within 0.5 mile of a likely Swainson's hawk nest site, the project applicant shall attempt to initiate construction activities prior to nest initiation phase~~

(i.e., before March 1). Depending on the timing, regularity, and intensity of construction activity, construction in the area prior to nest initiation may discourage a Swainson's hawk pair from using that site and eliminate the need to implement further nest protection measures, such as buffers and limited construction operating periods around active nests. Other measures to deter establishment of nests (e.g., reflective striping or decoys) may be used prior to the breeding season in areas planned for active construction. However, if breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities

- ▲ Impacts to nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson's hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, 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 shall be required if the activity has potential to adversely affect the nest.
- ▲ Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.

#### **Significance after Mitigation**

Implementation of Mitigation Measure 3.4-2c would reduce impacts on nesting raptors to a **less-than-significant** level because preconstruction surveys would be conducted and active raptor nests would be protected from construction activities.

## **SECTION 3.6 – ENERGY**

Per response to comment 5-2, Mitigation Measure 3.6-2 on page 3.6-13 of the Draft EIR is revised as follows:

### **Mitigation Measure 3.6-2: Encroachment within SMUD's transmission easement.**

Prior to construction, the City of Folsom will work with SMUD through the connection process, electric service requirements, and encroachment requests for SMUD-owned transmission line easements, including overhead and/or underground transmission and distribution line easements. The City of Folsom will continue to coordinate with SMUD on potential impacts from offsite sub-transmission or distribution facility improvements.

## **SECTION 3.7 – GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

Per response to comment 8-2, Mitigation Measure 3.7-1 on pages 3.7-13 and 3.7-14 of the Draft EIR is revised as follows:

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

The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO<sub>2</sub>e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions.

To reduce GHG emissions associated with construction and operation of the project, the following onsite GHG reduction measures shall be incorporated into project design, to the extent feasible:

#### **Onsite Construction**

- ▲ Enforce idling time restrictions for construction vehicles.
- ▲ Require construction vehicles to operate with the highest tier engines commercially available.
- ▲ Increase use of electric and renewable fuel-powered construction equipment.

#### **Onsite Operation**

- ▲ Replace diesel-fueled heavy-duty fleet vehicles with renewable compressed natural gas (CNG)-fueled or renewable diesel-fueled fleet vehicles.
- ▲ Replace gasoline-fueled passenger vehicles with electric vehicles to reduce fleetwide gasoline use by 25 percent over existing conditions or equivalent to a savings of 10,830 gallons of gasoline use per year.
- ▲ Achieve reductions in onsite electricity use through use of onsite renewable energy (e.g., solar photovoltaic panels). Building design and solar installation shall take into account solar orientation to maximize solar exposure.
- ▲ Install 240-Volt electric vehicle chargers and signage in the parking areas.
- ▲ Install energy-efficient lighting for parking and outdoor area lighting
- ▲ Reduce indoor water use by installing low-flow plumbing fixtures.
- ▲ Reduce outdoor water use by reducing turf area and use water-efficient irrigation systems (i.e., smart sprinkler meters) and landscaping techniques/design, and install rain water capture systems.
- ▲ Install a grey water system to irrigate outdoor landscaping and/or to use for indoor non-potable water uses.
- ▲ Incorporate site design features to reduce onsite heat island effect including wall shading.

#### **Offsite GHG Reduction**

If after incorporation of all feasible onsite GHG construction and operations reduction measures, project GHG emissions are not reduced to zero, the City shall purchase carbon credits to offset the level of project-related GHG emissions remaining after implementation of the feasible onsite measures identified above.

The quantity of carbon credits purchased by the City to offset the project's operational GHG emissions shall be based on the annual mass of GHG emissions less the reduction achieved by implementation of the onsite reductions measures described above, multiplied by an operational life of 25 years.

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## **4 MITIGATION MONITORING AND REPORTING PROGRAM**

CEQA and the State CEQA Guidelines (Public Resources Code Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies “to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment.” A mitigation monitoring and reporting program (MMRP) is required for the project because the EIR identifies potential significant adverse impacts related to the project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the Folsom Corporation Yard Sphere of Influence Amendment and Annexation (SOIA/Annexation or project).

### **4.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM**

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to approval of annexation of any territory within the project area. The attached table has been prepared to assist Sacramento Local Agency Formation Commission (Sacramento LAFCo) and the City of Folsom (City) in implementing the mitigation measures. The table identifies the impact, mitigation measures (as amended through the Final EIR), monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR. Mitigation measures that are referenced more than once in the Draft EIR are not duplicated in the MMRP table.

### **4.2 ROLES AND RESPONSIBILITIES**

The City will be responsible for taking all actions necessary to implement the mitigation measures according to the specifications provided for each measure and demonstration of mitigation measure compliance to the satisfaction of Sacramento LAFCo.

Inquiries should be directed to:

Don Lockhart, AICP, Executive Officer  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100 Sacramento, CA 95814  
Phone: (916) 874-2937  
Fax: (916) 854-2939  
Email: Don.Lockhart@SacLAFCo.org

The location of this information is:

Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

## 4.3 MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- ▲ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure
- ▲ Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- ▲ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▲ Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<b>3.1 Aesthetics</b>			
<p><b>Mitigation Measure 3.1-1: Design future corporation yard to soften visual impact.</b>                      At the time the City proceeds with development of the site, the City will coordinate with Sacramento County to review design plans to ensure that appropriate landscaping and other best management practices (natural or naturally-colored building materials, berms, trees, attractive fencing, etc.) that can screen and soften views of corporation yard development to travelers along Scott Road to the degree feasible. At a minimum, the City will demonstrate how design measures were considered and determined to be feasible/infeasible based onsite conditions.</p>	City of Folsom	During project design; prior to approval of site plans	
<p><b>Mitigation Measure 3.1-3a: Conform to Construction Lighting Standards.</b>                      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 would not be 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.</p>	City of Folsom	During construction	
<p><b>Mitigation Measure 3.1-3b: Design development to reduce lighting and glare.</b>                      The City shall design the lighting at the project site to include the following minimum requirements: outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties; and flood or spot lamps installed 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 offsite residential property or public roadway.</p>	City of Folsom	During project design; prior to approval of site plans	
<b>3.2 Agriculture and Forestry Resources</b>			
<p><b>Mitigation Measure 3.2-1: Farmland preservation.</b>                      Consistent with Sacramento County General Plan Policy AG-5, the City will provide in-kind or similar resource value protection for land similar to the project site. This protection may consist of the establishment of farmland easements, or other similar mechanism and shall be implemented prior to issuance of the first grading permit for development.</p>	City of Folsom	Prior to issuance of grading permit.	
<b>3.3 Air Quality</b>			
<p><b>Mitigation Measure 3.3-1: Incorporate design features to minimize exposure of sensitive receptors to TACs.</b>                      Prior to construction, the City of Folsom will implement the following measures to address TAC exposure:  <u>Construction</u></p> <ul style="list-style-type: none"> <li>▲ Enforce idling time restrictions for construction vehicles;</li> <li>▲ Require construction vehicles to operate with the highest tier engines commercially available; and</li> <li>▲ Increase use of electric and renewable fuel-powered construction equipment.</li> </ul> <p><u>Operation</u></p> <ul style="list-style-type: none"> <li>▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive</li> </ul>	City of Folsom	Prior to approval of site plans and construction	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and</p> <ul style="list-style-type: none"> <li>▲ Signs shall be posted at all 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 to reduce idling emissions of diesel PM.</li> <li>▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.</li> <li>▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.                             <ul style="list-style-type: none"> <li>➤ A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50.</li> <li>➤ The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways.                                     <ul style="list-style-type: none"> <li>▪ Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap.</li> <li>▪ Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps.</li> </ul> </li> <li>➤ All vegetation chosen shall have a porosity of 20 to 40 percent.</li> <li>➤ A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors.</li> <li>➤ Some tree species that may be considered include Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids</i> X <i>trichocarpa</i>), and Redwoods (<i>Sequoia sempervirens</i>). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters.</li> </ul> </li> </ul>			

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification																																																																																							
<b>3.4 Biological Resources</b>																																																																																										
<p><b>Mitigation Measure 3.4-1: Protection and mitigation of special-status plants.</b></p> <ul style="list-style-type: none"> <li>▲ Prior to breaking ground within the SOIA/annexation area, the City of Folsom shall impose the following conditions:</li> <li>▲ Prior to construction and during the blooming period for the special-status plant species with potential to occur in the project site, a qualified botanist shall conduct protocol-level surveys for special-status plants in areas where potentially suitable habitat would be removed or disturbed by project activities. Table 3.4-4 summarizes the normal blooming periods for special-status plant species with potential to occur on the project site, which generally indicates the optimal survey periods when the species are most identifiable.</li> <li>▲ If no special-status plants are found, the botanist shall document the findings in a letter report to USFWS, CDFW, and the project applicant and no further mitigation shall be required.</li> </ul>	City of Folsom	Prior to construction																																																																																								
<p><b>Table 3.4-4 Normal Blooming Period for Special-Status Plants with Potential to Occur on the Project Site</b></p> <table border="1" data-bbox="149 740 1102 1390"> <thead> <tr> <th>Species</th> <th>Mar</th> <th>Apr</th> <th>May</th> <th>Jun</th> <th>Jul</th> <th>Aug</th> <th>Sep</th> <th>Oct</th> <th>Nov</th> </tr> </thead> <tbody> <tr> <td>dwarf downingia <i>Downingia pusilla</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Bogg's Lake hedge-hyssop <i>Gratiola heterosepala</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ahart's dwarf rush <i>Juncus leiospermus</i> var. <i>ahartii</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>legenere <i>Legenere limosa</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>pincushion navarretia <i>Navarretia myersii</i> ssp. <i>myersii</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>slender Orcutt grass <i>Orcuttia tenuis</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sacramento Orcutt grass <i>Orcuttia viscida</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sanford's arrowhead <i>Sagittaria sanfordii</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Source: Data compiled by Ascent Environmental in 2017</p>				Species	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	dwarf downingia <i>Downingia pusilla</i>										Bogg's Lake hedge-hyssop <i>Gratiola heterosepala</i>										Ahart's dwarf rush <i>Juncus leiospermus</i> var. <i>ahartii</i>										legenere <i>Legenere limosa</i>										pincushion navarretia <i>Navarretia myersii</i> ssp. <i>myersii</i>										slender Orcutt grass <i>Orcuttia tenuis</i>										Sacramento Orcutt grass <i>Orcuttia viscida</i>										Sanford's arrowhead <i>Sagittaria sanfordii</i>						
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**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▲ If special-status plant species are found on the project site and are located outside of the permanent footprint of any proposed structures/site features and can be avoided, the project applicant will establish and maintain a 40-foot protective buffer around special-status plants to be retained.</li> <li>▲ If special-status plant species are found that cannot be avoided during construction, the applicant shall consult with CDFW and/or USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts that could occur because of project construction and shall implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite populations on 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 and/or individuals. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated.</li> <li>▲ 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, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</li> <li>▲ Success criteria for preserved and compensatory populations shall include:                         <ul style="list-style-type: none"> <li>➤ The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat.</li> <li>➤ Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when:                                 <ul style="list-style-type: none"> <li>▪ plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; and</li> <li>▪ reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity.</li> </ul> </li> <li>➤ If offsite mitigation includes dedication of conservation easements, purchase of mitigation credits, or other offsite 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, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations.</li> </ul> </li> </ul>			

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p><b>Mitigation Measure 3.4-2a: Avoidance and protection of spadefoot toad.</b>                      The City of Folsom shall impose the following conditions prior to, and during, construction:</p> <ul style="list-style-type: none"> <li>▲ For work conducted during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist shall survey the project site (including access roads) within 48 hours prior to initiation of construction activities. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and further mitigation shall not be required.</li> <li>▲ If western spadefoot toad is found within the project site, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures. When feasible, there will be a 50-foot no-disturbance buffer around burrows that provide suitable upland habitat for western spadefoot toad. Burrows considered suitable for spadefoot will be identified by a qualified biologist. The biologist will delineate and mark the no-disturbance buffer.</li> <li>▲ If a 50-foot no-disturbance buffer is not feasible, then other mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.</li> <li>▲ Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction activities. The training will describe special-status wildlife and habitats, and applicable measures designed to minimize disturbance to these species.</li> </ul>	<p>City of Folsom</p>	<p>Prior to and during construction</p>	
<p><b>Mitigation Measure 3.4-2b: Protection of burrowing owl.</b>                      The City of Folsom shall impose the following conditions prior to, and during, construction:</p> <ul style="list-style-type: none"> <li>▲ The applicant shall retain a qualified biologist to conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 1,500 feet of the project site. Surveys shall be conducted prior to the start of construction activities and in accordance with Appendix D of CDFW's <i>Staff Report on Burrowing Owl Mitigation</i> (CDFW 2012).</li> <li>▲ If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW and no further mitigation would be required.</li> <li>▲ If an active burrow is found during the nonbreeding season (September 1 through January 31), the applicant shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of CDFW's 2012 Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project's burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a plan for creation, maintenance, and monitoring of artificial burrows in suitable habitat proximate to the burrows to be destroyed, that provide substitute burrows for displaced owls.</li> <li>▲ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and will be provided with a 150- to 1,500-foot protective buffer</li> </ul>	<p>City of Folsom</p>	<p>Prior to and during construction</p>	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level disturbance as outlined in the CDFW Staff Report (CDFW 2012). The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented to prevent burrowing owls from being detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW's 2012 Staff Report.</p> <ul style="list-style-type: none"> <li>▲ If active burrowing owl nests are found on the site and are destroyed by project implementation, the project applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts to nesting, occupied and satellite burrows, and burrowing owl habitat shall be mitigated such that habitat acreage, number of burrows, and burrowing owls adversely affected are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards:</li> <li>➤ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species range wide.</li> <li>➤ If feasible, mitigation lands shall be provided adjacent or proximate to the site so that displaced owls can relocate with reduced risk of take. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity.</li> <li>➤ If suitable habitat is not available for conservation adjacent or proximate to the project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW.</li> <li>➤ If mitigation is not available through an approved mitigation bank and will be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are</li> </ul>			

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>maintained over time. Measures of success, as suggested in the 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.</p>			
<p><b>Mitigation Measure 3.4-2c: Protection measures for nesting raptors.</b>                      The City of Folsom shall impose the following conditions prior to, and during, construction:                      The following measures will be implemented and are intended to avoid and minimize impacts to nesting raptors including Swainson’s hawk:</p> <ul style="list-style-type: none"> <li>▲ For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson’s hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15.</li> <li>▲ Impacts to nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson’s hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, 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 shall be required if the activity has potential to adversely affect the nest.</li> <li>▲ Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.</li> </ul>	<p>City of Folsom</p>	<p>Prior to and during construction</p>	
<p><b>Mitigation Measure 3.4-2d: Mitigation for loss of Swainson’s hawk foraging habitat.</b>                      The City of Folsom shall impose the following conditions prior to, and during, construction:                      To mitigate for the loss of approximately 41.5 acres of suitable Swainson’s hawk foraging habitat, the project applicant shall implement a Swainson’s hawk mitigation plan consistent with the Sacramento County Swainson’s Hawk Ordinance, including but not limited to the requirements described below:</p> <ul style="list-style-type: none"> <li>▲ Prior to any site disturbance, such as clearing or grubbing, the issuance of any permits for grading, building, or other site improvements, or recordation of a final map, whichever occurs first, the project applicant shall acquire suitable Swainson’s hawk foraging habitat as determined by CDFW and approved by the County.</li> <li>▲ The project applicant shall preserve through conservation easement(s) or fee title one acre of similar habitat for each acre affected.</li> </ul>	<p>City of Folsom</p>	<p>Prior to and during construction</p>	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▲ The project applicant shall transfer said easement(s) or title to the County, CDFW, and a third-party conservation organization as acceptable to the County and CDFW. The County may, at its discretion, waive the requirement for a third-party conservation organization to be party to the easement or fee title. Such third-party conservation organizations shall be characterized by non-profit 5019(c)(3) status with the Internal Revenue Service and be acceptable to both the County and CDFW.</li> </ul>			
<p><b>Mitigation 3.4-2e: Protection measures for American badger.</b>                      The City of Folsom shall impose the following conditions prior to, and during, construction:                      This mitigation measure applies to projects or ground-disturbing activities with potential to disturb suitable habitat for American badger.                      Prior to construction activities within suitable habitat for American badger (e.g., annual grassland), a qualified wildlife biologist shall conduct surveys to identify any American badger burrows/dens. These surveys shall be conducted not more than 15 days prior to the start of construction. If occupied burrows are not found, further mitigation will be not required. If occupied burrows are found, impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction-related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week to track the status of the den and to determine when a den area has been cleared for construction.</p>	City of Folsom	Prior to and during construction	
<p><b>Mitigation Measure 3.4-2f: Mitigation for aquatic invertebrates; vernal pool fairy shrimp and vernal pool tadpole shrimp.</b>                      The City of Folsom shall impose the following conditions prior to, and during, construction:</p> <ul style="list-style-type: none"> <li>▲ This mitigation measure applies to projects or ground-disturbing activities with potential to disturb habitat for vernal pool crustaceans; it incorporates the conservation measures from the USFWS Programmatic Biological Opinion (USFWS 1996) that provide for both habitat preservation and habitat creation for vernal pool fairy shrimp and vernal pool tadpole shrimp.</li> <li>▲ Because suitable wetland or vernal pool habitat is known to occur on the project site (see Mitigation Measure 3.4-3), the project applicant shall implement the following measures to minimize and compensate for loss of vernal pool fairy shrimp and vernal pool tadpole shrimp.</li> <li>▲ Habitat Preservation: The applicant, in consultation with USFWS, shall compensate for direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 2:1, by purchasing vernal pool preservation credits from a USFWS-approved conservation bank. Compensation credits shall be purchased prior to any ground-disturbing activities.</li> <li>▲ Habitat Creation: The applicant shall compensate for the direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 1:1, by purchasing vernal pool creation credits from a USFWS-approved conservation bank.</li> </ul>	City of Folsom	Prior to and during construction	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▲ 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.</li> <li>▲ For seasonal wetlands and drainages that shall be retained on the site (i.e., those not proposed to be filled), a minimum setback of at least 50 feet from these features will be avoided on the project site. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities.</li> <li>▲ A worker environmental awareness training shall be conducted to inform onsite construction personnel regarding the potential presence of listed species and the importance of avoiding impacts to these species and their habitat.</li> <li>▲ The applicant shall secure any necessary take authorization prior to project construction through formal consultation between USACE and USFWS pursuant to Section 7 of the ESA and shall implement all measures included in the Biological Opinion issued by USFWS.</li> </ul>			
<p><b>Mitigation Measure 3.4-3: Wetlands, other waters of the U.S., and waters of the state.</b>                      The City of Folsom shall impose the following conditions prior to, and during, construction:</p> <ul style="list-style-type: none"> <li>▲ Wetlands and vernal pools are of special concern to resource agencies and are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. The project applicant shall retain a qualified biologist to conduct an updated delineation of waters of the United States or state, including wetlands that would be affected by the project, through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States or state would result from implementation of the project, authorization for such fill shall be secured from USACE through the 404 permitting process. Any waters of the United States that would be affected by project development shall be replaced or restored on a “no-net-loss” basis in accordance with USACE mitigation guidelines (or the applicable USACE guidelines in place at the time of construction). In association with the Section 404 permit (if applicable) and prior to the issuance of any grading permit, Section 401 Water Quality Certification from the RWQCB shall be obtained.</li> <li>▲ If it is determined that waters subject to jurisdiction by CDFW are present within the project site following the delineation of waters of the United States and state, and that site development would affect the bed, bank, or channel, a Streambed Alteration Notification will be submitted to CDFW, pursuant to Section 1600 et seq. of the California Fish and Game Code. If proposed activities are determined to be subject to CDFW jurisdiction, the project proponent will abide by the conditions of any executed agreement prior to the issuance of a grading permit. Several aquatic features on site, including intermittent streams, would likely fall under the jurisdiction of CDFW.</li> </ul>	City of Folsom	Prior to, and during, construction	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<b>3.5 Cultural and Tribal Cultural Resources</b>			
<p><b>Mitigation Measure 3.5-2a. Minimize impacts to the Prairie House and refuse pit.</b>                      The potentially significant impact to the Prairie House and refuse pit site may be mitigated in several ways.</p> <ul style="list-style-type: none"> <li>▲ During future project planning, the site shall be avoided entirely. While the site has been partially excavated, additional surveys would be needed to ensure proper site boundaries so that future grading and development would not affect the site.</li> <li>▲ If the site cannot be avoided, then the site may be capped. The site shall be covered with layer(s) of chemically compatible soil prior to construction of any physical structures or other improvements.</li> <li>▲ If avoidance, including capping, is not feasible, then the site shall be mitigated through data recovery excavation. Much of the known area in which the Prairie House and Refuse Pit site is located is within the right-of-way for the future SouthEast Connector. Depending on whether the future corporation yard is built before the SouthEast Connector, either the SouthEast Connector JPA or the City of Folsom may be required to mitigate the site. The two entities shall negotiate appropriate cost-sharing for the mitigation if the site cannot be avoided or capped.</li> </ul>	City of Folsom	During project design	
<p><b>Mitigation Measure 3.5-2b. Impacts to previously unknown archaeological materials.</b>                      In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can access the significance of the find. If a prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, and a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources and, if completed avoidance is not possible, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project site (the NCIC).</p>	City of Folsom	During construction	
<b>3.6 Energy</b>			
<p><b>Mitigation Measure 3.6-2: Encroachment within SMUD's transmission easement.</b>                      Prior to construction, the City of Folsom will work with SMUD through the connection process, electric service requirements, and encroachment requests for SMUD-owned transmission line easements, including overhead and/or underground transmission and distribution line easements. The City of Folsom will continue to coordinate with SMUD on potential impacts from offsite sub-transmission or distribution facility improvements.</p>	City of Folsom	Prior to approval of grading permit	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<b>3.7 Greenhouse Gas Emissions</b>			
<p><b>Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures.</b></p> <p>The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project’s GHG emissions of 1,052 MT CO<sub>2</sub>e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions.</p> <p>To reduce GHG emissions associated with construction and operation of the project, the following onsite GHG reduction measures shall be incorporated into project design, to the extent feasible:</p> <p><u>Onsite Construction</u></p> <ul style="list-style-type: none"> <li>▲ Enforce idling time restrictions for construction vehicles.</li> <li>▲ Require construction vehicles to operate with the highest tier engines commercially available.</li> <li>▲ Increase use of electric and renewable fuel-powered construction equipment.</li> </ul> <p><u>Onsite Operation</u></p> <ul style="list-style-type: none"> <li>▲ Replace diesel-fueled heavy-duty fleet vehicles with renewable compressed natural gas (CNG)-fueled or renewable diesel-fueled fleet vehicles.</li> <li>▲ Replace gasoline-fueled passenger vehicles with electric vehicles to reduce fleetwide gasoline use by 25 percent over existing conditions or equivalent to a savings of 10,830 gallons of gasoline use per year.</li> <li>▲ Achieve reductions in onsite electricity use through use of onsite renewable energy (e.g., solar photovoltaic panels). Building design and solar installation shall take into account solar orientation to maximize solar exposure.</li> <li>▲ Install 240-Volt electric vehicle chargers and signage in the parking areas.</li> <li>▲ Install energy-efficient lighting for parking and outdoor area lighting</li> <li>▲ Reduce indoor water use by installing low-flow plumbing fixtures.</li> <li>▲ Reduce outdoor water use by reducing turf area and use water-efficient irrigation systems (i.e., smart sprinkler meters) and landscaping techniques/design, and install rain water capture systems.</li> <li>▲ Install a grey water system to irrigate outdoor landscaping and/or to use for indoor non-potable water uses.</li> <li>▲ Incorporate site design features to reduce onsite heat island effect including wall shading.</li> </ul> <p><u>Offsite GHG Reduction</u></p> <p>If after incorporation of all feasible onsite GHG construction and operations reduction measures, project GHG emissions are not reduced to zero, the City shall purchase carbon credits to offset the level of project-related GHG</p>	<p>City of Folsom</p>	<p>During project design, construction, and operation</p>	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>emissions remaining after implementation of the feasible onsite measures identified above.</p> <p>The quantity of carbon credits purchased by the City to offset the project’s operational GHG emissions shall be based on the annual mass of GHG emissions less the reduction achieved by implementation of the onsite reductions measures described above, multiplied by an operational life of 25 years.</p>			
<b>3.8 Hazards and Hazardous Materials</b>			
<p><b>Mitigation Measure 3.8-2a: Prepare environmental site assessments.</b></p> <p>Prior to any earth-moving activities, the City of Folsom will conduct a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented prior to ground disturbance.</p>	City of Folsom	Prior to approval of grading permit	
<p><b>Mitigation Measure 3.8-2b: Prepare a hazardous materials contingency plan for construction activities.</b></p> <p>The City of Folsom will prepare and submit a hazardous materials contingency plan to Sacramento County EMD. The plan will describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan will identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.</p> <p>The plan will include the provision that, if at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the City will immediately halt construction and contact Sacramento County EMD. Work will not recommence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of Sacramento County EMD, RWQCB, and DTSC (as applicable). The plan, and obligations to abide by and implement the plan, will be incorporated into the construction and contract specifications of the project.</p>	City of Folsom	Prior to approval of grading permit	
<b>3.9 Hydrology and Water Quality</b>			
<p><b>Mitigation Measure 3.9-1: Development of a drainage master plan for the project site.</b></p> <p>Prior to final design of a future corporation yard, the City of Folsom will prepare and implement a drainage master plan for the entire project site that includes the following items and shall be consistent with the 2017 “Stormwater Quality Design Manual”:</p> <ul style="list-style-type: none"> <li>▲ an accurate calculation of pre-project and post-development runoff scenarios, obtained using appropriate engineering methods that accurately evaluate potential changes to runoff, including increased surface runoff;</li> <li>▲ details on onsite detention basin and drainage channel design that are consistent with the requirements of the City of Folsom and provide enough storage to accommodate peak storm events and no increase post-development flows or flood conditions off site;</li> <li>▲ identification of design features that avoid site development from occurring in the 200-year floodplain;</li> </ul>	City of Folsom	Prior to approval of site plan and during project construction	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▲ implementation of appropriate BMPs to address construction and operational stormwater quality consistent with City requirements;</li> <li>▲ a description of any treatments necessary to protect earthen channels from erosion, and modifications that may be needed to existing underground pipe and culvert capacities;</li> <li>▲ a description of the proposed maintenance program for the onsite drainage system; and</li> <li>▲ a description of the project-specific standards for installing drainage systems.</li> </ul>			
<b>3.10 Noise</b>			
<p><b>Mitigation Measure 3.10-1a: Implement construction-noise reduction measures.</b></p> <p>To minimize noise levels during nighttime construction activities, the City and their construction contractors will comply with the following measures during all nighttime construction work:</p> <ul style="list-style-type: none"> <li>▲ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer’s recommendations. Equipment engine shrouds shall be closed during equipment operation.</li> <li>▲ 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) where feasible and consistent with building codes and other applicable laws and regulations.</li> <li>▲ To the maximum extent feasible, construction activity shall take place within the City of Folsom construction noise exemption timeframes (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday).</li> </ul>	City of Folsom	During construction	
<p><b>Mitigation Measure 3.10-1b: Implement construction-noise reduction measures during noise-sensitive time periods.</b></p> <p>At the time of construction, the City of Folsom will comply with the following construction noise requirements: For all construction activity that would take place outside of the City of Folsom construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday), and that is anticipated to generate noise levels that exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12), the City will require their construction contractors to comply with the following measures:</p> <ul style="list-style-type: none"> <li>▲ Implement noticing to adjacent landowners at least one week in advance if construction activity would take place outside of the City of Folsom’s construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday, as identified in the City of Folsom Code), and is anticipated to exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12).</li> <li>▲ Install temporary noise curtains as close as feasible to noise-generating activity and that blocks the direct line of sight between the noise source and the nearest noise-sensitive receptor(s). Temporary</li> </ul>	City of Folsom	During construction	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot.</p> <ul style="list-style-type: none"> <li>▲ Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors).</li> <li>▲ Operate heavy-duty construction equipment at the lowest operating power possible.</li> </ul>			
<p><b>Mitigation Measure 3.10-4: Reduce noise exposure to existing sensitive receptors from proposed stationary noise sources.</b>  <u>City of Folsom</u>                      The City shall require the future development of a corporation yard to meet the following noise requirements in the design of the development:                       Locate and design the more noise-intensive lands uses and activities so that noise emissions do not exceed the applicable stationary noise source criteria (i.e., exterior daytime [7:00 a.m. to 10:00 p.m.] standards of 50 L<sub>eq</sub> and 70 L<sub>max</sub> for receptors within the City, and exterior nighttime [10:00 p.m. to 7:00 a.m.] standards of 45 L<sub>eq</sub> and 65 L<sub>max</sub> for receptors within the City.                      At the time of approval of special permits and/or development plan review, the City shall conduct a site-specific noise analysis to evaluate design and ensure compliance with City of Folsom noise standards. Reduction of specific noise activities can be achieved by locating activities as far away as feasible from noise-sensitive land uses, constructing noise barriers between where these activities would take place and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. Final design, location, orientation and use restrictions shall be dictated by findings in the noise analysis and approved by City staff.</p>	City of Folsom	Prior to approval of site plan	
<b>3.11 Transportation and Circulation</b>			
<p><b>Mitigation Measure 3.11-1: Scott Road realignment or improvements to the Scott Road/White Rock Road intersection.</b>                      The removal of the Scott Road/White Rock Road intersection is planned as part of the construction of the Capital SouthEast Connector Project, and thus no mitigation is required with implementation of Access Scenario 2 and Access Scenario 3 as discussed in Section 2.6.3. Access Scenario 1 would be implemented should the project be constructed prior to the Capital SouthEast Connector and is the only access option that requires mitigation because it does not assume removal of the Scott Road/White Rock Road intersection. Since any near-term improvements constructed at the Scott Road/White Rock Road intersection would be removed with construction of the Capital SouthEast Connector Project, this EIR identifies two mitigation options. To satisfy Mitigation Measure 3.11-1, the City shall either:</p> <ul style="list-style-type: none"> <li>▲ Option A: construct the realignment of Scott Road to connect to the Prairie City/White Rock Road intersection. All existing Scott Road traffic traveling through the Scott Road/White Rock Road intersection would instead use the Prairie City Road/White Rock Road intersection; or</li> </ul>	City of Folsom	Prior to approval of site plans determine which option to be implemented and include in site construction plans	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▲ Option B: construct a westbound left turn pocket at the Scott Road/White Rock Road intersection.</li> </ul>			
<p><b>Mitigation Measure 3.11-5: Preparation and implementation of a construction traffic and parking management plan.</b>                      Prior to the beginning of construction or issuance of building permits, the City will prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan will ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> <li>▲ description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns;</li> <li>▲ description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage;</li> <li>▲ description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control; and</li> <li>▲ description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</li> </ul>	City of Folsom	Prior to and during construction	
<p><b>Mitigation Measure 4-1</b>                      Prior to the beginning of construction, the City shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> <li>▲ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.</li> <li>▲ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.</li> <li>▲ Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</li> <li>▲ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</li> </ul> <p>Construction traffic impacts would be localized and temporary. The City or its contractor would prepare and implement a Construction Traffic Management Plan that meets with the approval of the City Traffic Engineer, in accordance with City Code, which would reduce the temporary impact to the degree feasible. For these reasons, construction traffic impacts of the project would be reduced and the project would not have a considerable contribution such that a new significant cumulative construction traffic impact would occur.</p>	City of Folsom	Prior to construction	

**Table 4-1 Mitigation Monitoring and Reporting Program – Folsom Corporation Yard Sphere of Influence Amendment and Annexation**

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p><b>Mitigation Measure 4-2: Cumulative Biological Resource Impacts</b></p> <p>To ensure that the feasibility and effectiveness of the SSHCP Conservation Strategy is maintained, prior to the approval and construction of any developed uses on the SOIA/annexation area, the City of Folsom shall coordinate with CDFW regarding the acquisition of mitigation lands as described in Mitigation Measures 3.4-1, 3.4-2b, 3.4-2d, and 3.4-2f. The City, in coordination with CDFW, shall assess whether those projects would compete with, or impede, implementation of the SSHCP Conservation Strategy. In addition, the City of Folsom shall coordinate with CDFW to ensure that any actions required by Mitigation Measures 3.4-1 through 3.4-3 are consistent with the avoidance, minimization, and mitigation measures for covered species described in the draft SSHCP.</p> <p>The draft SSHCP identifies 67,618 acres of Urban Development Area (UDA), which corresponds with the County’s USB, and 33,499 acres of planned impact within that UDA. The SOIA Area is located outside of the UDA and outside of the USB and, as such, would not have been included in the planned impact calculation.</p> <p>To offset the planned impacts that would occur within the UDA, the SSCHP Conservation Strategy calls for creation of an integrated preserve system that conserves the natural land covers, certain cropland, and irrigated pasture-grassland in the SSHCP plan area. The preserve system will preserve at least 34,495 acres of existing habitat and re-establish or establish at least 1,787 acres of habitat, for a total preserve system of 36,282 acres. There are 250,038 acres of plan area outside of the UDA within which preservation land would be sought from willing sellers.</p> <p>Possible future development of the 58-acre SOIA/annexation project site, with the potential associated acquisition of mitigation lands in the SSHCP plan area, is unlikely to interfere with the ability to successfully implement the SSHCP Conservation Strategy given the extensive acreage (250,038 acres) of the SSHCP area outside of the UDA boundaries. The SSHCP does not categorize specific areas to acquire for preservation lands and would rely on purchasing suitable land from willing sellers anywhere within the undeveloped portions of the plan area. The overall availability of land is not likely to limit overall achievement of conservation goals (36,282 acres out of 250,038 acres or 14 percent of land in the area outside of the UDA). If a parcel were acquired for mitigation for Swainson’s hawk (or other covered species) by the City to benefit the Corporation Yard SOIA/Annexation project area, it would contribute to the overall preservation of land in the south and east County, and the overall conservation of the species in the area. Even though the parcel would not be counted towards the SSHCP preserve area, it would not 4epreclude the SSHCP from achieving its goals, which is the long-term conservation of covered species.</p> <p>Prior to the approval and construction of any developed uses on the SOIA/annexation project site following adoption of the SSHCP, the City of Folsom shall coordinate with CDFW regarding acquisition of mitigation lands, as described in Mitigation Measures 3.4-1, 3.4-2b, 3.4-2d, and 3.4-2f. CDFW, one of the SSHCP’s Permitting Agencies and a member of the SSHCP’s Technical Advisory Committee, would review any property acquisition proposal. During this review, CDFW would have an opportunity to assess whether acquisition would meet targeted SSCHP objectives and preserve acquisition criteria. CDFW would evaluate the consistency of Mitigation Measures 3.4-1 through 3.4-3 with the avoidance, minimization, and mitigation measures for covered species described in the draft SSHCP.</p>	<p>City of Folsom</p>	<p>Prior to approval and construction of any developed uses</p>	

## 5 REFERENCES

### Chapter 1 Introduction

No references were used.

### Chapter 2 Comments and Responses

Capital SouthEast Connector JPA. 2016 (January). *Tiered Initial Study with Mitigated Negative Declaration for the Capital Southeast Connector Segment D3/E1 Project*. Prepared by Dokken Engineering. Folsom, CA.

City of Folsom. 2011 (May). *Folsom South of U.S. 50 Specific Plan Project Final EIR/EIS*. Prepared by AECOM. Sacramento, CA.

GenCorp Realty Investments, LLC. 2008 (August). *Special-status Plant Survey for Scott Road Sacramento, California*. Prepared by ECORP Consulting, Inc. Rocklin, CA.

Sacramento County. 2017 (February). *South Sacramento Habitat Conservation Plan*. Public Review Draft released on June 2, 2017. Available: <https://www.southsachcp.com/sshcp-chapters.html>. Accessed: March 27, 2018.

U.S. Fish and Wildlife Service. 1996. 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 (Service file number 1-1-96-F-1). Prepared by Sacramento Fish and Wildlife Office. 17 pp.

Yasutake, Marcus. Environmental and Water Resources Director, City of Folsom, Folsom, CA. September 13, 2017—letter to Victor Vasquez of the State Water Resources Control Board regarding Conclusion of Water Rights Complaint Investigation Regarding Potential Unauthorized Diversion and Use of Water from South Fork American River, Sacramento County for S017323, S017326, S017490, and S017491

### Chapter 3 Corrections and Revisions to the Draft EIR

No references were used.

### Chapter 4 Mitigation Monitoring and Reporting Program

No references were used.

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# **Appendix A**

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## **Air Quality Mitigation Calculations**

Quantification of DEIR Mitigation for Achieving SMAQMD 15% Ozone Precursor Reduction

Unmitigated Outputs from DEIR Air Quality Modeling			
	Gallons/year	ROG (TPY)	NOX (TPY)
Gasoline	43,316		
Diesel	9,349		
Combined	52,665	0.25	1.18
<b>Reduction Target (15%)</b>		<b>0.04</b>	<b>0.18</b>
Mitigation 1: Electrify Passanger Fleet by 2035			
<i>EIR Mitigation needs a minimum of 25% reduction in gasoline use</i>			
	Gallons/year	ROG (TPY)	NOX (TPY)
Gasoline	32,487		
Diesel	9,349		
Combined	41,836	0.21	1.00
<b>Reduction Achieved</b>		<b>0.04</b>	<b>0.18</b>

Supplemental Calculations

1 Annual VMT 1,947,886

2 Fuel Use Data

Vehicle Type	Diesel (gallons/year)	Gasoline (gallons/year)
Passenger	343	35,507
Truck	9,006	7,809
<b>TOTAL</b>	<b>9,349</b>	<b>43,316</b>

3 Fleet Mix and Fuel Use Characterization

Fuel Type	Vehicle Class	% vehicle Type	VMt/yr	/Fuel Type Ratio
Gas	LDA	0.580149		
Gas	Ldt1	0.033626	Gasl	1,195,564 0.6
Diesel	LDT2	0.214268	Diesel	752,322 0.4
Diesel	MDV	0.103243	Total	1,947,886
Diesel	LHD1	0.009295		
Diesel	LHD2	0.004286		
Diesel	MHD	0.018584		
Diesel	HHD	0.027006		
Diesel	OBUS	0.001866		
Diesel	UBUS	0.001223		
Diesel	MCY	0.005352		
Diesel	SBUS	0.000566		
Diesel	MH	0.000536		

Notes

Fuel type: assumption based on vehicle class  
 Vehicle Class: CalEEMod Default for Operational Mobile Run from DIER  
 Vehicle Fleet: CalEEMod Default for Operational Mobile Run from DIER

4 ROG and NOX Weighted Emission Factor Calculation

<b>Unmitigated Emissions</b>	<u>ROG (TPY)</u> 0.25	<u>NOX (TPY)</u> 1.18	<u>source</u> CalEEMod output for annual mobile run
<b>NOX Emission Factor</b>	<u>Diesel</u> tons/gal 0.00004875	<u>Gasoline</u> 0.00001672	weighted by passanger fuel-type use and vmt/fuel type ratio
<b>ROG Emission Factor</b>	<u>Diesel</u> tons/gal 0.00001033	<u>Gasoline</u> 0.00000354	weighted by passanger fuel-type use and vmt/fuel type ratio