

# **RUSSELL RANCH PROJECT**

## **FINAL ENVIRONMENTAL IMPACT REPORT**

SCH # 2014062018

PREPARED FOR  
**THE CITY OF FOLSOM**



APRIL 2015

PREPARED BY



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**Final Environmental Impact Report  
Russell Ranch Project**

SCH# 2014062018

**Lead Agency:**

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April 2015

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## TABLE OF CONTENTS

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## TABLE OF CONTENTS

<b><u>CHAPTER</u></b>	<b><u>PAGE</u></b>
<b>1. INTRODUCTION AND LIST OF COMMENTERS.....</b>	<b>1-1</b>
<b>2. REVISIONS TO THE DRAFT EIR TEXT .....</b>	<b>2-1</b>
<b>3. RESPONSES TO COMMENTS.....</b>	<b>3-1</b>
<b>4. MITIGATION MONITORING AND REPORTING PROGRAM.....</b>	<b>4-1</b>

### **ATTACHMENTS**

1. ECORP Consulting, Inc. Memorandum Regarding Russell Ranch Biological Resources (February 2015)
2. ECORP Consulting, Inc. Memorandum Regarding Russell Ranch Cultural Resources (February 2015)
3. South of Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration, Response to Comments – Letter 5: Sacramento County (February 2015)
4. EPS Memorandum to Scott Johnson, City of Folsom Planning Manager (March 2015)
5. E-mail correspondence between the City of Folsom and Sacramento County regarding the Grant of Avigation Easement
6. Grant of Avigation Easement

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## 1. INTRODUCTION AND LIST OF COMMENTERS

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# 1

## INTRODUCTION AND LIST OF COMMENTERS

### INTRODUCTION

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This Final Environmental Impact Report (EIR) contains public and agency comments received during the public review period of the proposed project Draft EIR, as well as responses to those comments. This document has been prepared by the City of Folsom, as lead agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, section 15132. The Introduction and List of Commenters chapter of the Final EIR discusses the background of the Draft EIR and purpose of the Final EIR, identifies the comment letters received on the Draft EIR, discusses minor refinements made to the proposed project during the public review period, and provides an overview of the Final EIR's organization.

### BACKGROUND

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The proposed project is part of the approved Folsom Plan Area Specific Plan (FPASP), which is a comprehensively planned community that proposes new development based upon principles of "Smart Growth" and Transit Oriented Development. The FPASP area is generally bounded by Prairie City Road on the west, Highway 50 (US 50) on the north, and White Rock Road on the south. The Sacramento County/El Dorado County boundary is located near the site to the east. The FPASP includes 10,210 residential units at various densities on a total of 1,477.2 acres; 362.8 acres designated for commercial and industrial use, including a regional shopping center; public/quasi-public uses; elementary, middle, and high schools on 179.3 acres; 121.7 acres of community and neighborhood parks; stormwater detention basins; 1,053.1 acres of open-space areas and open-space preserves; and major roads with landscaping. The Russell Ranch project site was included in the FPASP as a mixed use development including 1,119 residential units, 380,061 square feet of commercial, an elementary school, and approximately 105 acres of open space and parks.

As required by CEQA and the National Environmental Protection Act (NEPA), a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared to analyze the potential environmental impacts of the FPASP. The Folsom South of U.S. 50 Specific Plan Project EIR/EIS (FPASP EIR/EIS) evaluated the FPASP at a programmatic level with some impact areas including additional detailed analysis, where applicable. The FPASP EIR/EIS was certified and the FPASP approved by the City Council on June 14, 2011. Thus, the FPA was subsequently annexed to the City of Folsom.

The proposed project (as analyzed in the Draft EIR) includes an amendment to the FPASP for the Russell Ranch site to include a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of public/quasi-public uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements. The project includes both Large-Lot

and Small-Lot Vesting Tentative Subdivision Maps. The Large-Lot Subdivision Map would subdivide the 429.7-acre site into 34 lots by use and the Small-Lot Subdivision Map would further subdivide the Large-Lot into smaller individual residential lots. It should be noted that the project has been slightly revised as described in the Project Revisions section below.

The City, as lead agency, determined that an EIR should be prepared for the proposed project. A Notice of Preparation (NOP) was prepared for the proposed project and was circulated from June 6, 2014 to July 7, 2014. A public scoping meeting was held on June 19, 2014 for the purpose of informing the public and receiving comments on the scope of the environmental analysis to be prepared for the proposed project. The City of Folsom received seven comment letters and two verbal comments during the open comment period on the NOP for the proposed project.

The Draft EIR was prepared for the proposed project and a Notice of Availability (NOA) of the Draft EIR was distributed and the Draft EIR was sent to the State Clearinghouse for distribution on December 17, 2014 for the 45-day public review period. Copies of the document were made available at the City of Folsom Community Development Department located at 50 Natoma Street, California and on the City's website at:

[www.folsom.ca.us/depts./community\\_development/default.asp](http://www.folsom.ca.us/depts./community_development/default.asp).

The Draft EIR identified potential impacts and mitigation measures that would be required to be implemented for any identified impacts. The following environmental analysis chapters are contained in the Draft EIR:

- Aesthetics;
- Air Quality and Climate Change;
- Biological Resources;
- Cultural Resources;
- Geology, Soils, and Seismicity;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning / Urban Decay;
- Noise;
- Public Services and Utilities; and
- Transportation, Traffic, and Circulation.

## **PURPOSE OF THE FINAL EIR**

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Under CEQA Guidelines, section 15132, the Final EIR shall consist of:

1. The Draft EIR or a revision of the Draft.
2. Comments and recommendations received on the Draft EIR.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The responses to significant environmental points raised in the review process.
5. Any other information added by the Lead Agency.

As required by CEQA Guidelines, section 15090(a)(1)-(3), a Lead Agency must make the following three determinations in certifying a Final EIR:

1. The Final EIR has been completed in compliance with CEQA.
2. The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
3. The Final EIR reflects the Lead Agency's independent judgment and analysis.

Under CEQA Guidelines, section 15091, a public agency shall not approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects. Findings of Fact must be accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the records. The Findings of Fact are included in a separate document that will be considered for adoption by the City's decision-makers.

In addition, pursuant to CEQA Guidelines, section 15093(b), when a Lead Agency approves a project that would result in significant unavoidable impacts, the agency must state in writing the reasons supporting the action (Statement of Overriding Considerations). The Statement of Overriding Considerations shall be supported by substantial evidence. Here, the proposed project would result in significant and unavoidable impacts to transportation, traffic, and circulation; thus, a Statement of Overriding Considerations must be adopted if the project is approved.

## **LIST OF COMMENTERS**

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The City of Folsom received nine comment letters during the public comment period on the Draft EIR for the proposed project. The comment letters were authored by the following agencies and groups:

### **Agencies**

- Letter 1.....Eric Fredericks, California Department of Transportation (Caltrans)  
Letter 2. Trevor Cleak, Central Valley Regional Water Quality Control Board (CVRWQCB)  
Letter 3.....Sarena Moore, Sacramento Regional County Sanitation District (Regional San)  
Letter 4..... Leighann Moffitt, Sacramento County Department of Community Development  
Letter 5.....Dean Blank, Sacramento County Department of Transportation  
Letter 6.....Rob Ferrera, Sacramento Municipal Utility District (SMUD)

### **Groups**

- Letter 7..... Rick Guerrero, Environmental Council of Sacramento (ECOS)  
Letter 8..... Gene Whitehouse, United Auburn Indian Community of the Auburn Rancheria  
Letter 9.....Jack Sales, International Dark-Sky Association California Chapter



**PROJECT REVISIONS**

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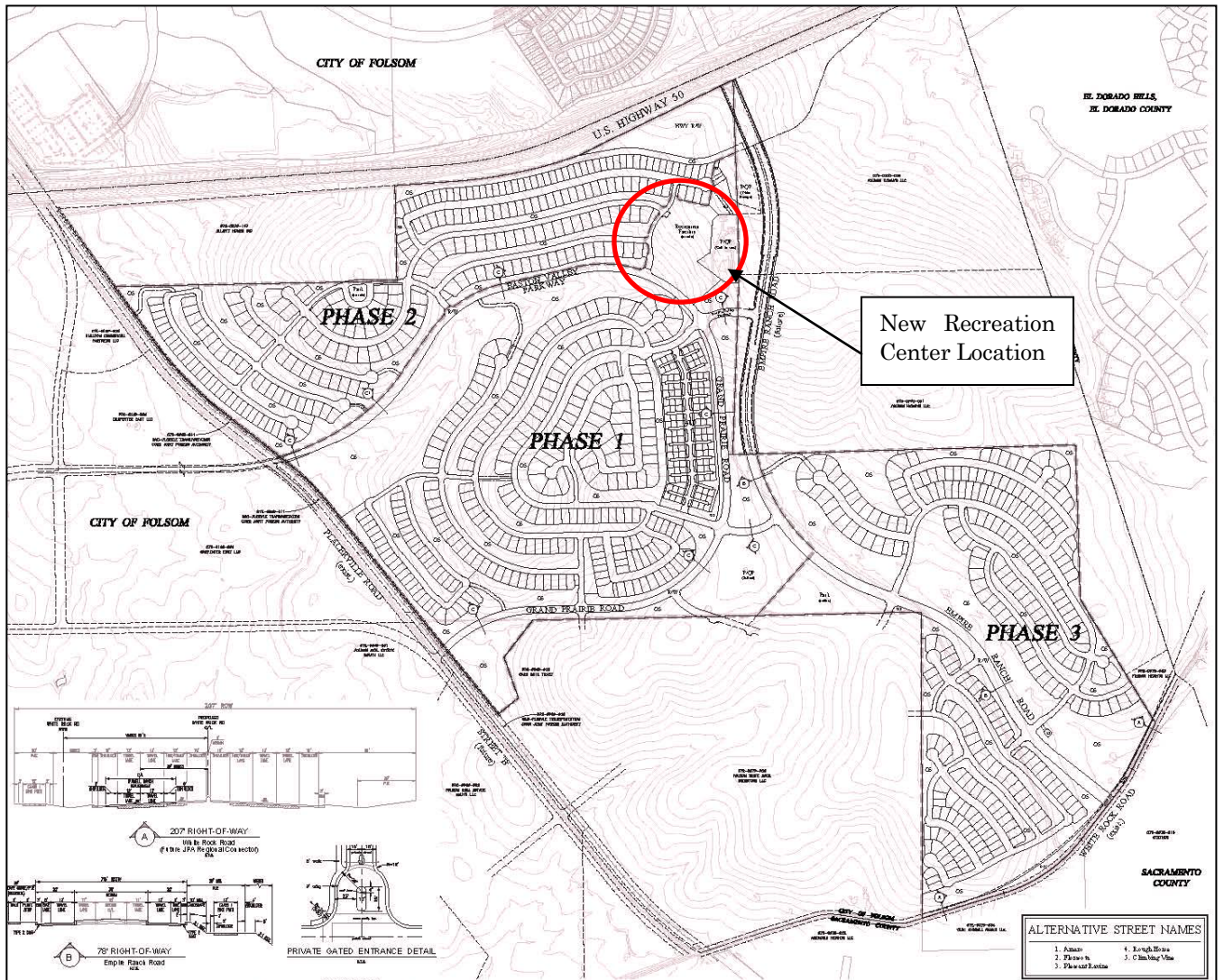
Following the April 2014 application submittal, the applicant has prepared a project resubmittal that addresses City of Folsom comments on the application. In addition, approximately 6.7 acres of the northern portion of an adjacent parcel, currently identified as Assessor’s Parcel Number 072-0060-012, has been annexed into the proposed project boundary. The changes to the proposed project are discussed in further detail below.

**Recreation Center Relocation**

The revised project moves the proposed recreation center to the northeastern corner of the project area, north of Street “C” and southwest of the water storage facility. Figure 1, shows the revised site plan and identifies the new recreation center location. The new location is approximately 300 feet to the north of the originally proposed location. In order to accommodate the new recreation center site, the roadway alignment of Russell Ranch Road (previously labeled as ‘2B’ Drive) was slightly modified by shifting to the west to create depth for the recreation center site and in the process four lots were required to be eliminated. With the space vacated at the originally proposed recreation center location, additional units are proposed. Thus, to accommodate the new recreation center site and to address City comments on the project application related to grading requirements and constraints, the total unit count of the proposed project has changed from 875 to 878. The table below shows a lot count summary of the revised project compared to the originally proposed project.

<b>Russell Ranch Tentative Map Lotting Mix</b>					
<b>Original Tentative Map</b>					
<b>Land Use</b>	<b>Lot Width</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Totals</b>
SFHD	50’s	80	82	65	<b>227</b>
SFHD	60’s	60	60	97	<b>217</b>
SF	70’s	46	58	78	<b>182</b>
SF	75’s	64	46	25	<b>135</b>
MLD	Courts	114	0	0	<b>114</b>
<b>Totals</b>		<b>364</b>	<b>246</b>	<b>265</b>	<b>875</b>
<b>Proposed Tentative Map</b>					
<b>Land Use</b>	<b>Lot Width</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Totals</b>
SFHD	50’s	82	84	70	<b>236</b>
SFHD	60’s	63	61	103	<b>227</b>
SF	70’s	46	51	78	<b>175</b>
SF	75’s	66	46	14	<b>126</b>
MLD	Courts	114	0	0	<b>114</b>
<b>Totals</b>		<b>371</b>	<b>242</b>	<b>265</b>	<b>878</b>

**Figure 1**  
**Updated Vesting Tentative Map Site Plan**



The area proposed for the recreation center was contemplated and analyzed in the Draft EIR for development and disturbance, and the proposed land use would not change. In addition, as noted in the Project Description Chapter of the Draft EIR, page 3-16, the project site is anticipated to be mass graded during each of the phases (including the new recreation center site). Therefore, the analysis and conclusions in the Draft EIR related to aesthetics, biological resources, cultural resources, land use, public services, utilities, and hydrology would not change. The recreation center area was surveyed by the biological consultants and cultural resources consultants as part of their analysis for the Draft EIR. Subsequent technical memos prepared by the biological and cultural resources consultants (ECORP) to verify the findings of their biological and cultural analyses related to the project changes were prepared (see Attachments 1 and 2 to this Final EIR). As noted in the ECORP memos, the biological resources or cultural resources were not identified within the footprint of the proposed recreation center and therefore, the construction of the recreation center in this location does not conflict with the Draft EIR.

In addition, the slight increase in total number of dwelling units from 875 to 878 would not result in any significant changes to the analyses and conclusions within the other chapters of the Draft EIR. The Transportation Impact Study for the project focused upon the AM and PM peak hours of the transportation system. During the AM and PM peak hours the additional three units would result in three additional trips (total AM peak hour trip generation would change from 737 to 740, and total PM peak hour trip generation would change from 735 to 738). This represents an approximately 0.4 percent change in peak hour trip generation, which would not alter the findings or conclusions contained in the Transportation Study.<sup>1</sup> Consequently, the air quality, climate change, and noise analyses with the Draft EIR would remain adequate.

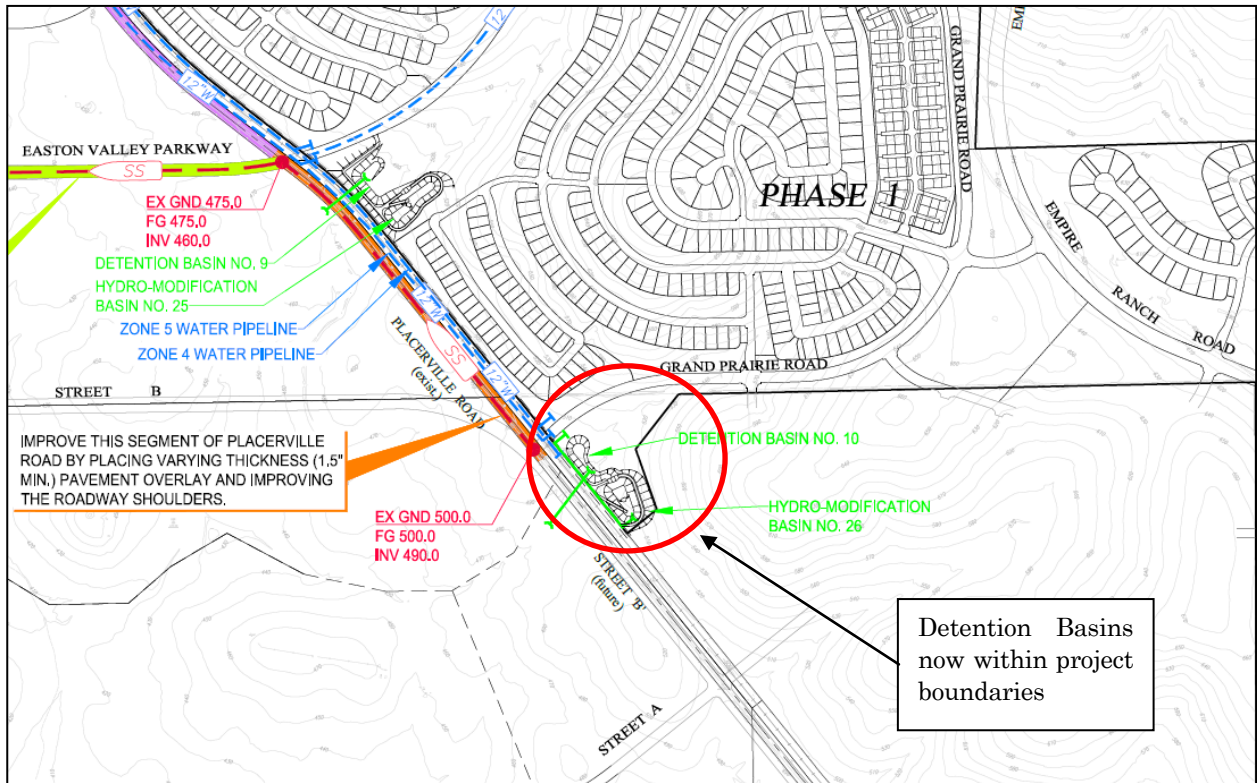
### **Revised Project Boundary**

Approximately 6.7 acres of the northern portion of the adjacent parcel to the south is now included within the project boundary. The following Figure 2 shows the drainage basin area. The annexed portion was always contemplated as part of the project, but as an off-site improvement to accommodate roadway and drainage basin improvements. In addition, as noted in the ECORP memos, the 6.7-acre property was surveyed by the biological consultants and cultural resources consultants and included in their analyses for the Draft EIR. The Draft EIR contemplated the improvements proposed within the revised project boundary area and the boundary change does not alter the development assumptions for the area. Therefore, the analysis and conclusions in the Draft EIR remain adequate.

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<sup>1</sup> David Carter, Fehr & Peers. *Personal Communication (email correspondence)*. March 3, 2015.

### Revised Project Boundary



## RECIRCULATION

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CEQA Guidelines Section 15088.5(a) recognizes that revisions can be made to a project after public notice is given of the availability of a Draft EIR. “Information” can include changes in the project or environmental setting, as well as, additional data or other information. This section of the Guidelines also states that recirculation of the EIR is required when the new information is ‘significant,’ which is defined as new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of a project or a feasible way to mitigate or avoid such an effect that the project’s proponents have declined to implement.

CEQA Guidelines Section 15088.5(a) states the following would be considered ‘significant new information’ that requires recirculation:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5(b) states that recirculation is not required where the new information merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

City staff determined that the revisions to the proposed project submitted by the applicant in response to City comments on the application do not result in “significant new information,” as defined by Section 15088.5(a) and discussed above. In addition, after careful consideration of the issues raised by the commenters on the Draft EIR, City staff, as the Lead Agency, determined that none of the responses to the comments resulted in “significant new information” that would trigger the requirement for recirculation of the Draft. Nor did any comment result in the conclusion, by the Lead Agency, that the Draft EIR was so fundamentally inadequate that the public was precluded from meaningful review and comment.

## ORGANIZATION OF THE FINAL EIR

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The Final EIR is organized into the following chapters:

### **1. Introduction and List of Commenters**

Chapter 1 provides an introduction and overview of the document, describing the background and organization of the Final EIR. Chapter 1 also provides a list of commenters who submitted letters in response to the Draft EIR.

## **2. Revisions to the Draft EIR Text**

Chapter 2 summarizes changes made to the Draft EIR text either in response to comment letters or other clarifications/amplifications of the analysis in the Draft EIR that do not change the intent of the analysis or effectiveness of mitigation measures.

## **3. Responses to Comments**

Chapter 3 presents the comment letters received and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1.

## **4. Mitigation Monitoring and Reporting Program**

CEQA Guidelines, section 15097, requires lead agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The intent of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure implementation of the mitigation measures identified within the EIR for proposed project.

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## 2. REVISIONS TO THE DRAFT EIR TEXT

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## 2

## REVISIONS TO THE DRAFT EIR TEXT

### INTRODUCTION

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The Revisions to the Draft EIR Text chapter presents minor corrections, additions, and revisions made to the Draft EIR initiated by the Lead Agency (City of Folsom), reviewing agencies, the public, and/or consultants based on their review.

It should be noted that the changes represent minor clarifications/amplifications of the analysis contained in the Draft EIR and do not constitute significant new information that, in accordance with CEQA Guidelines, section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

### DESCRIPTION OF CHANGES

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New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

#### 1 INTRODUCTION

In order to update the document to reflect the City's recent approval of the South of Highway 50 Backbone Infrastructure Project, page 1-5 of the Draft EIR is hereby revised as follows:

1. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 2014, which was released for public review and comment on December 10, 2014, and ~~is anticipated to be considered certified and approved by the City Council on February 24, 2015, for approval prior to public hearings on the proposed project entitlements and this EIR.~~

The above staff-initiated revision merely provides the specific date of approval and does not change the analysis or conclusions of the Draft EIR.

#### 2 EXECUTIVE SUMMARY

Table 2-1 in Chapter 2, Executive Summary, of the Draft EIR is hereby revised as shown on the following pages to add Mitigation Measure 4.7-1 and remove Mitigation Measures IX-1, 3A.15-1e, and 3A.15-1f on pages 2-60, 2-102, 2-103, and 2-104, respectively:



<b>4.7 Public Services, Utilities, and Hydrology</b>			
<b>4.7-1 Water supply, treatment, and distribution facilities. Based on the analysis below, the impact is less than significant.</b>	LS	<p><u>Project-Specific Mitigation Measure(s)</u>  <del>None required.</del> <u>Although water supply impacts are less-than-significant, the FPASP applicable mitigation measure 3A.18-1 is hereby clarified as a project-specific measure to require verification of water supply prior to final subdivision map approval consistent with Government Code Section 66473.7 (SB 221). The impact remains less than significant.</u></p> <p><u>Prior to final subdivision map approval, the developer shall submit proof of compliance with Government Code Section 66473.7 (SB 221) to the City Community Development Department.</u></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u>  <b>3A.18-1: Submit Proof of Surface Water Supply Availability.</b></p>	N/A

<p><b>Hydrology and Water Quality.</b>  <del>Would the project:</del></p> <p><del>g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</del></p> <p><del>h. Place within a 100-year floodplain structures which would impede or redirect flood flows?</del></p> <p><del>i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including</del></p>	PS	<p><del>IX-1</del> <del>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</del></p> <p><del>Prior to submittal of tentative maps or improvement plans to the City of Folsom, the project applicant(s) of all project phases shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.</del></p>	LS
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~~**3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41). To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right turn lane. The applicant shall fund and construct these improvements.**~~

~~**3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.**~~

### 3 PROJECT DESCRIPTION

The Project Description Chapter is hereby updated, in pertinent part, to reflect the modified project (i.e., relocation of the Recreation Center and associated unit count modification as well as the boundary adjustment to include the previously off-site drainage basins) as presented in the Introduction and List of Commenters Chapter of this Final EIR. The slight modifications to the project would not alter the analyses nor the conclusions of the Draft EIR.

The bulleted list on page 3-34 of the Draft EIR, under the Review or Approvals by Other Agencies heading, is hereby amended with the following additional bullet:

- California Public Utilities Commission – The City is pursuing applications with the California Public Utilities Commission (CPUC) to obtain permits for the rail crossings needed for implementation of the FPASP, including the proposed project. The CPUC will utilize this Draft EIR as well as the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration for their permitting process.

The above change provides clarification that the CPUC will utilize the Draft EIR; however, it should be noted that the bulk of the analysis needed by the CPUC for their permitting process is found in the Backbone Infrastructure MND. The above change does not alter the analysis or conclusions of the Draft EIR.

#### 4.2 AIR QUALITY AND CLIMATE CHANGE

The third full paragraph on page 4.2-47 of the Draft EIR is hereby amended as follows:

The proposed project is required to comply with the OAQMP prepared for the FPASP, including implementation of all applicable mitigation measures set forth in the OAQMP. As part of the project application package, a consistency analysis with the OAQMP was prepared for the proposed project. A discussion of the proposed project’s consistency with the mitigation measures set forth in the OAQMP applicable to a single-family residential land use development is provided in Table 4.2-8. As discussed in the table, the proposed project would be consistent with the FPASP OAQMP. It should be noted that Measure 99C included in Table 4.2-8 is intended to be satisfied through the payment of the Transit fee, identified in the Public Facilities Financing Plan adopted by the City of Folsom to be a separate fee for the FPASP, in lieu of the City Light Rail Fee.

In addition, Table 4.2-8, SMAQMD Measure No. 99C on page 4.2-50 of the Draft EIR, is hereby revised as follows:

<b>99C</b>	Transit corridor fees	All projects will pay a City of Folsom Light Rail fee that will assist in the construction of future transit corridor facilities including bus stops and turn-outs, shelters, benches and signs.	Consistent – Applicant anticipates paying <u>FPASP Transit Fee per PFFP fees as required.</u>
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The above staff-initiated changes are for clarification purposes and do not change the conclusions of the Draft EIR.

#### 4.4 CULTURAL RESOURCES

For consistency purposes, the analysis included within the Backbone Infrastructure MND relating to the adjacent railroad line is hereby included into Chapter 4.4 of the Draft EIR beginning with the last paragraph on page 4.4-3, as follows:

The results of the cultural resources inventories and surveys are for the portion of the proposed project site that does not fall within the South of U.S. 50 Backbone Infrastructure Area of Potential Effects (APE), which overlaps all properties within the FPASP area. In addition, two potential Sacramento Municipal Utility District (SMUD) substation locations along Placerville Road were surveyed and analyzed. The inventory of the South of U.S. 50 Backbone Infrastructure APE is addressed separately in the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND).<sup>5</sup> The Backbone Infrastructure MND, dated December 2014 and released for public review and comment on December 10, 2014, ~~would be required to be~~ was considered and certified by the City Council ~~for approval on February 24, 2015. prior to public hearings on the proposed project entitlements and this EIR.~~

As presented in the Backbone Infrastructure MND, a segment of the Placerville & Sacramento Valley Railroad (CA-SAC-428-H, P-34-0455) was evaluated by the cultural consultant (ECORP, 2013) and determined by the USACE as not eligible for the NRHP or CRHR as part of the Section 106 NHPA process, with SHPO concurrence. However, the Folsom Historical Society, the Folsom, El Dorado & Sacramento Historical Railroad Association, and the Folsom Heritage Preservation League have expressed an interest in preserving and avoiding significant impacts to the historic railroad. Although the railroad does not meet the eligibility criteria for inclusion in the NRHP or CRHR, the railroad is presumed to be a Historical Resource pursuant to CCR Title 14, Section 15064.5(a)(4).

In addition, the following text is hereby amended to the first paragraph under Impact 4.4-1 on page 4.4-14 of the Draft EIR:

Based on the inventories and evaluations of eligibility performed to date, two historic resources exist within the project site. The Brooks Hotel Ranch Complex and the Keefe-McDerby Mine Ditch are both archaeological sites from the historic period and constitute Historical Resources for the purpose of CEQA. It should be noted that the existing railroad adjacent to the proposed project is presumed to be a Historical Resource pursuant to CCR Title 14, Section 15064.5(a)(4). However, preservation in place of the railroad is feasible and the railroad would remain in place and operational. Several crossings of the railroad would be required to allow access, but would be designed according to applicable safety and local standards. According to ECORP, the crossings would not relocate the tracks or impact the railroad's historical integrity. Therefore, the proposed project would have a less-than-significant impact to the historical significance of the railroad line.

#### 4.6 NOISE

The first paragraph at the top of the page on page 4.6-15 of the Draft EIR is hereby revised as follows:

plan, or within two miles of a public airport were determined to be less than significant. The proposed project area is not located within the vicinity of a public airport or a private airstrip and is not within an airport land use plan. The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site, and thus, the project would not be exposed to excessive air traffic noise. In addition, as pointed out in the FPASP EIR/EIS, the

FPASP area, which includes the Russell Ranch project area, is outside the 60 and 65 CNEL noise contours per the County's Airport Land Use Compatibility Plan (ALUCP) for Mather Airport. Thus, the proposed project would not be located in an area potentially exposed to excessive aircraft-generated noise levels. Therefore, impacts related to aircraft noise are not examined further in this EIR.

The above change provides additional explanation, but does not change the conclusions of the Draft EIR.

#### 4.7 PUBLIC SERVICES

For clarification purposes, page 4.7-43 of the Draft EIR, immediately following the last bullet on the page, is hereby amended as follows:

The Initial Study (Appendix C) identified a "Potentially Significant impact" associated with flooding if any existing levees or dams upstream of the proposed project failed. To mitigate this potentially significant impact, the Initial Study required completing of studies to determine the extent of inundation in the case of dam failure (See Appendix C, Mitigation Measures IX-1, p.61). This mitigation measure was carried over from the Folsom Plan Area Specific Plan EIR/EIS (See page 3A.9-44 of the FPASP EIR/EIS). The FPASP EIR/EIS notes that the specific plan area is not in an area protected by levees and is not located within the Folsom Dam inundation zone (See p. 3A.9-44 of the FPASP EIR/EIS). However, as noted in the Initial Study for the Russell Ranch project and the FPASP EIR/EIS, there is recognition that there are five ponds within the FPASP area and three ponds located upstream of the FPASP area (south of White Rock Road) that are formed behind existing dams. Therefore, a mitigation measure (3A.9-4 of the FPASP EIR/EIS) was approved requiring inspection and evaluation of existing dams within and upstream of the Project site (FPASP Project site area) and furthermore, to make any necessary improvements. The intent of the mitigation measure was that it would be applicable to proposed development downstream of the identified ponds, to ensure there would not be exposure of inundation to new development proposed downstream of the ponds. None of the identified ponds are located upstream from the proposed Russell Ranch project site (See Exhibit 3A.9-2 – On- and Off-Site Watersheds on page 3A.9-3 of the FPASP EIR/EIS). In light of the absence of any upstream dam, this impact is deemed less than significant for the Russell Ranch Project site and the reference to Mitigation Measure IX-1 is determined to be not applicable to this project.

Although water supply impacts are less-than-significant, the FPASP applicable mitigation measure 3A.18-1 is hereby clarified as a project-specific measure to require verification of water supply prior to final subdivision map approval consistent with Government Code Section 66473.7 (SB 221). Therefore, page 4.7-47 of the Draft EIR, under the Project-Specific Mitigation Measure(s) heading, is revised as follows:

Project-Specific Mitigation Measure(s)

~~None required.~~ Although water supply impacts are less-than-significant, the FPASP applicable mitigation measure 3A.18-1 is hereby clarified as a project-specific measure to require verification of water supply prior to final subdivision map approval consistent with Government Code Section 66473.7 (SB 221). The impact remains less than significant.

4.7-1 ~~Prior to final subdivision map approval, the developer shall submit proof of compliance with Government Code Section 66473.7 (SB 221) to the City Community Development Department.~~

The above mitigation measure merely clarifies an applicable FPASP EIR/EIS mitigation and does not change any analyses or conclusions of the Russell Ranch Draft EIR.

#### 4.8 TRANSPORTATION, TRAFFIC, AND CIRCULATION

The proposed project includes a Specific Plan Amendment that replaces the specific plan roadway identified in Mitigation Measure 3A.15-1e with a new road identified as Purple Sage Drive. In addition, the traffic analysis prepared for the Draft EIR does not identify an impact related to the roadway in question. Therefore, the mitigation measure does not apply to the proposed project. Thus, for clarification purposes, page 4.8-69 of the Draft EIR, measure 3A.15-1e is hereby removed as follows:

~~3A.15-1e: **Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection.** To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right turn lane. The applicant shall fund and construct these improvements.~~

Similarly, Mitigation Measure 3A.15-1f addresses an intersection that is not included in the plan and therefore, was not identified as having an impact to mitigate. Therefore, page 4.8-70 of the Draft EIR measure 3A.15-1f is hereby removed as follows:

~~3A.15-1f: **Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection.** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.~~

The above staff-initiated changes are for clarification purposes and do not change the conclusions of the Draft EIR.

#### 8 REFERENCES

The References Chapter of the Russell Ranch Project Draft EIR is hereby amended as follows to include the additional references utilized in this Final EIR:

City of Folsom. *South of Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration, Response to Comments.* February 2015.

Economic & Planning Systems, Inc. (EPS). *Memorandum to Scott Johnson, City of Folsom Planning Manager.* March 2015.

ECORP Consulting, Inc. *Memorandum Regarding Russell Ranch Biological Resources.* February 2015.

ECORP Consulting, Inc. *Memorandum Regarding Russell Ranch Cultural Resources.* February 2015.

David Carter, Fehr & Peers. *Personal Communication Regarding Modified Project.* March 2015.

Hammett & Edison, Inc. Consulting Engineers. Letter Regarding Additional Tests of the  
Radiofrequency Exposure Levels Along Lot 14. January 2015.

## **APPENDIX I            TRANSPORTATION IMPACT STUDY AND RUSSELL RANCH SUPER CUMULATIVE MEMO**

The following staff-initiated change to page 18 of the Transportation Impact Study (included as Appendix I of the Draft EIR) provides consistency between the Draft EIR and the technical appendix. The change merely removes text to be consistent with the Transportation, Traffic, and Circulation Chapter of the Draft EIR. The text was inadvertently included in the final appendix document and was not utilized in the analysis. Therefore, the following change does not alter the analysis or conclusions of the Transportation Impact Study or Draft EIR.

As shown in Table 5, the eastbound Scott Road off-ramp operates at LOS F during the PM peak hour. The Transportation Corridor Concept Report, United States Highway 50 (Caltrans 2010), like all Caltrans transportation corridor or route concept reports, identifies long-range improvements for specific state highway corridors. These reports also establish the “concept” or desired LOS for specific corridor segments. The long-range improvements are identified to bring the existing facility up to the design concept expected to adequately serve 20-year traffic forecasts. In addition, the ultimate design concept for the facility is also identified for conditions beyond the immediate 20-year design period. The Route Concept Report for US 50 indicates that the 20-year concept level of service for this facility throughout the City of Folsom is LOS F. ~~For this study, LOS E is applied as a conservative approach for identifying impacts to US 50 mainline, merge, and diverge facilities (i.e., LOS E or better is considered acceptable).~~

The above change is for clarification purposes only and does not change the analysis or conclusions presented in the Traffic Impact Study or the Draft EIR.

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### 3. RESPONSES TO COMMENTS

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**3**

**RESPONSES TO COMMENTS**

This chapter contains responses to each of the comment letters submitted regarding the Russell Ranch Project Draft Environmental Impact Report (EIR). Each bracketed comment letter is followed by numbered responses to each bracketed comment. The responses amplify or clarify information provided in the Draft EIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues (e.g., opinions on the merits of the project that are unrelated to its environmental impacts) are either discussed or noted for the record. Where revisions to the Draft EIR text are required in response to the comments, such revisions are noted in the response to the comment, and are also listed in Chapter 2 of this Final EIR. All new text is shown as double underlined and deleted text is shown as ~~struck through~~.

The changes to the analysis contained in the Draft EIR represent only minor clarifications/amplifications and do not constitute significant new information. In accordance with CEQA Guidelines, section 15088.5, recirculation of the Draft EIR is not required.



Letter 1

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE  
2379 GATEWAY OAKS DRIVE, SUITE 150  
SACRAMENTO, CA 95833  
PHONE (916) 274-0635  
FAX (916) 263-1796  
TTY 711



Flex your power!  
Be energy efficient!

January 30, 2015

032014-SAC-0248  
03-SAC-50/22 PM  
SCH # 2014062018

Mr. Scott A. Johnson  
Planning Manager  
Community Development Department  
City of Folsom  
50 Natomas Street  
Folsom, CA 95630

**Russell Ranch Project – Draft Environmental Impact Report (DEIR)**

Dear Mr. Johnson:

1-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed project is a comprehensively planned community that proposes new development based upon principles of “Smart Growth” and Transit Oriented Development. The Russell Ranch project site is included in the Folsom Plan Area Specific Plan (FPASP) as a mixed use development including 1,119 residential units, 380,061 square feet of commercial, an elementary school and approximately 105 acres of open space and parks. The project is located south of US 50 between Scott Road and the El Dorado county line. The following comments are based on the DEIR.

1-2

***FPASP MOU with Caltrans***

Caltrans appreciates its partnership with the City of Folsom in developing a Mitigation Memorandum of Understanding (MOU) dated December 17, 2014 that specifies the implementation of certain mitigation measures related to traffic impacts on U.S. Highway 50 because of annexation of 3600 acres south of U.S. 50 known as the Folsom Plan Area (FPA) and adoption of the FPA Specific Plan. Caltrans looks forward to the successful implementation of these mitigation measures as specified in the MOU and in this DEIR.

1-3

***Encroachment Permit***

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below. Sergio Aceves,

*“Provide a safe, sustainable, integrated, and efficient transportation system to enhance California’s economy and livability”*

Mr. Scott A. Johnson / City of Folsom  
January 30, 2015  
Page 2

District Office Chief, Office of Permits, California Department of Transportation, District 3,  
703 B Street, Marysville, CA 95901. Traffic-related mitigation measures should be  
incorporated into the construction plans prior to the encroachment permit process. See the  
website at the following URL for more information:  
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

***Empire Ranch Road / US 50 Interchange Implementation***

1-4

The cumulative traffic analysis assumes the Empire Ranch Road interchange is constructed.  
Please explain the mechanism for ensuring that the interchange is constructed at the appropriate  
time so to avoid significant impacts to US 50 prior to the cumulative horizon year.

If you have any questions regarding these comments or require additional information, please  
contact Larry Brohman, Intergovernmental Review Coordinator, at (916) 274-0627 or by email  
at: [larry.brohman@dot.ca.gov](mailto:larry.brohman@dot.ca.gov)

Sincerely,



ERIC FREDERICKS, Chief  
Office of Transportation Planning –South

c: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated, and efficient transportation  
system to enhance California's economy and livability"*

**LETTER 1: ERIC FREDERICKS, CALIFORNIA DEPARTMENT OF TRANSPORTATION**

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**Response to Comment 1-1**

The comment is an introductory statement that does not address the adequacy of the Draft EIR. However, the comment is now officially included as part of the public record and will be forwarded along with the Final EIR as part of the documentation.

**Response to Comment 1-2**

The comment has been noted. The City will implement the terms of the referenced Mitigation Memorandum of Understanding in the impact fee program adopted prior to issuance of the first building permit. The Russell Ranch project is obligated to pay this fee through provisions of the existing development agreement between the owner and the City. This comment does not otherwise raise any points concerning the adequacy of the Draft EIR.

**Response to Comment 1-3**

The comment has been noted. The City and the landowners are aware of the encroachment permit requirement, and the comment will be forwarded to the City decision-making body for informational purposes.

**Response to Comment 1-4**

The commenter correctly states that the Empire Ranch Interchange was included in the cumulative year transportation analysis for the FPASP EIR, as well as in the analysis for the Russell Ranch Draft EIR. The Empire Ranch Interchange is included in SACOG's MTP/SCS 2035, and is therefore expected to be funded and operational prior to year 2035. The Public Facilities Financing Plan for the FPA identifies that 40 percent of the cost of the Empire Ranch Road Interchange will be funded through the Plan-wide impact fee, with the remaining funding derived from other City impact fees, as well as regional, state and federal funding. To determine the required timing for construction of the interchange, the City and Applicant have agreed in Section 3.9.1 of the First Amended and Restated Development Agreement that technical studies required in advance of the approval of each final subdivision map will identify required backbone infrastructure. This provision is required of all development in the FPA and thus, will provide a mechanism for appropriately phasing the construction of the Empire Ranch Road Interchange. The City will continue to provide Caltrans updates regarding these efforts, and looks forward to continued coordination on improvements to the US 50 corridor within the City of Folsom.

Letter 2



Central Valley Regional Water Quality Control Board

26 January 2015

Scott A. Johnson  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630

CERTIFIED MAIL  
7014 2120 0001 3978 3996

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, RUSSELL RANCH PROJECT, SCH# 2014062018, SACRAMENTO COUNTY**

2-1

Pursuant to the State Clearinghouse's 17 December 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Russell Ranch Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

2-2

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | [www.waterboards.ca.gov/centralvalley](http://www.waterboards.ca.gov/centralvalley)



2-3

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

2-4

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

2-5

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

2-6

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

2-7

**Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

2-8

**Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board’s website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/app\\_approval/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml); or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Russell Ranch Project  
Sacramento County

- 4 -

26 January 2015

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

**Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

If you have questions regarding these comments, please contact me at (916) 464-4684 or [tcleak@waterboards.ca.gov](mailto:tcleak@waterboards.ca.gov).



Trevor Cleak  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

2-9

**LETTER 2: TREVOR CLEAK, CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD**

---

**Response to Comment 2-1**

The comment is an introductory statement that does not address the adequacy of the Draft EIR.

**Response to Comment 2-2**

As described on page 4.7-16 of Chapter 4.7, Public Services, Utilities, and Hydrology, of the Draft EIR, the applicant is required to obtain an NPDES Construction General Permit and prepare a project-specific SWPPP. These permits will incorporate BMPs in order to prevent or reduce to the greatest extent feasible adverse impacts to water quality from erosion and sedimentation.

**Response to Comment 2-3**

As discussed on page 4.7-24 of the Public Services, Utilities, and Hydrology chapter of the Draft EIR, the City of Folsom requires projects to integrate stormwater quality treatment controls into project design in order to ensure that pollutants in site runoff are reduced to the maximum extent practicable. The Sacramento Areawide NPDES MS4 Permit requires that new development projects integrate low impact development principles early in the project planning and design process. In accordance with City and permit requirements, the storm drainage system for the proposed project would incorporate water quality treatment. For a description of the proposed drainage system, please refer to the discussion in the Draft EIR on page 4.7-63.

**Response to Comment 2-4**

The comment is noted; however, the proposed project does not include industrial uses.

**Response to Comment 2-5**

Page 4.3-20 of Chapter 4.3, Biological Resources, of the Draft EIR provides background information on the Clean Water Act, including requirements concerning water discharge and displacement. Mitigation measure 4.3-11(a) on page 4.3-43 of the Draft EIR requires the project applicant shall secure all necessary permits obtained under Sections 401 and 404 of the CWA or the State's Porter-Cologne Act and implement all permit conditions for the proposed project.

**Response to Comment 2-6**

Please refer to Response to Comment 2-5. Mitigation measure 4.3-11(a) identifies that a water quality certification would be required for the proposed project.

**Response to Comment 2-7**

Please refer to Response to Comment 2-5.



**Response to Comment 2-8**

The comment is noted; however, the proposed project does not include commercial irrigated agriculture.

**Response to Comment 2-9**

The comment is noted. The project is not anticipated to include on-site construction dewatering activities; however, the off-site backbone infrastructure improvements may require dewatering activities. Construction of the entire FPASP backbone was addressed in the recently approved South of 50 Backbone Infrastructure Initial Study/Mitigated Negative Declaration. Should groundwater be encountered during construction and dewatering become necessary, as the commenter correctly observes, the applicant would be required to seek the proper NPDES permit for dewatering activities.

Letter 3



**Main Office**  
10060 Goethe Road  
Sacramento, CA 95827-3553  
Tel: 916.876.6000  
Fax: 916.876.6180

**Treatment Plant**  
8521 Laguna Station Road  
Elk Grove, CA 95758-9550  
Tel: 916.875.9000  
Fax: 916.875.9068

**Board of Directors**  
Representing:  
County of Sacramento  
County of Yolo  
City of Citrus Heights  
City of Elk Grove  
City of Folsom  
City of Rancho Cordova  
City of Sacramento  
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Prabhakar Somavarapu  
*District Engineer*

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*Director of Operations*

Christoph Dobson  
*Director of Policy & Planning*

Karin Stoyanowski  
*Director of Internal Services*

Joseph Maestretti  
*Chief Financial Officer*

Claudia Goss  
*Public Affairs Manager*

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Printed on Recycled Paper

December 22, 2014

Scott Johnson  
Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630

**Subject: Comments Regarding the Draft Environmental Impact Report for the Russell Ranch Project**

Dear Mr. Johnson:

3-1

Sacramento Regional County Sanitation District (Regional San) has the following comments regarding the DEIR for the Russell Ranch project:

Local sewer service for the project area will be provided by the City of Folsom. Conveyance from local trunk sewers to the Sacramento Regional Wastewater Treatment Plant (SRWTP) will be provided by Regional San through large pipelines called interceptors.

3-2

The Regional San Board of Directors adopted the Interceptor Sequencing Study (ISS) in February 2013. The ISS updated the SRCS D Master Plan 2000 and can be found on the Regional San website at <http://www.srscsd.com/interceptor-study.php>.

Regional San is not a land-use authority. Regional San sewer systems are designed using predicted wastewater flows that are dependent on land use information provided by each land use authority. Projects identified within Regional San planning documents are based on growth projections provided by land-use authorities. Sewer studies will need to be completed to assess any impacts this project may have that could increase flow demands on the Regional San sewer system. Onsite and offsite impacts associated with constructing sanitary sewers facilities to provide service to the subject project must be included in environmental impact reports.

Customers receiving service from Regional San are responsible for rates and fees outlined within the latest Regional San ordinances. Fees for connecting to the sewer system are set up to recover the capital investment of sewer and treatment facilities that serves new customers. The Regional San ordinance is located on their website at <http://www.srscsd.com/ordinances.php>

The SRWTP provides secondary treatment using an activated sludge process. Incoming wastewater flows through mechanical bar screens through a primary sedimentation process. This allows most of the heavy organic solids to settle to the bottom of the tanks. These solids are later delivered to the digesters. Next, oxygen is added to the wastewater to grow naturally occurring microscopic organisms, which consume the organic particles in the wastewater. These organisms eventually settle on the bottom of the secondary clarifiers. Clean water pours off the top of these clarifiers and is chlorinated, removing any pathogens or other harmful organisms that may still exist. Chlorine disinfection occurs while the wastewater travels through a two mile "outfall" pipeline to the Sacramento River, near the town of Freeport, California. Before entering the river, sulfur dioxide is added to neutralize the chlorine. The design

3-3

of the SRWTP and collection system was balanced to have SRWTP facilities accommodate some of the wet weather flows while minimizing idle SRWTP facilities during dry weather. The SRWTP was designed to accommodate some wet weather flows while the storage basins and interceptors were designed to accommodate the remaining wet weather flows.

A NPDES Discharge Permit was issued to Sacramento Regional County Sanitation District (Regional San) by the Central Valley Regional Water Quality Control Board (Water Board) in December 2010. In adopting the new Discharge Permit, the Water Board required Regional San to meet significantly more restrictive treatment levels over its current levels. Regional San believed that many of these new conditions go beyond what is reasonable and necessary to protect the environment, and appealed the permit decision to the State Water Resources Control Board (State Board). In December 2012, the State Board issued an Order that effectively upheld the Permit. As a result, Regional San filed litigation in California Superior Court. Regional San and the Water Board agreed to a partial settlement in October 2013 to address several issues and a final settlement on the remaining issues were heard by the Water Board in August 2014. Regional San began the necessary activities, studies and projects to meet the permit conditions. The new treatment facilities to achieve the permit and settlement requirements must be completed by May 2021 for ammonia and nitrate and May 2023 for the pathogen requirements.

Regional San currently owns and operates a 5-mgd Water Reclamation (WRF) that has been producing Title 22 tertiary recycled water since 2003. The WRF is located within the SRWTP property in Elk Grove. A portion of the recycled water is used by Regional San at the SRWTP and the rest is wholesaled to the Sacramento County Water Agency (SCWA). SCWA retails the recycled water, primarily for landscape irrigation use, to select customers in the City of Elk Grove. It should be noted that Regional San currently does not have any planned facilities that could provide recycled water to the proposed project or its vicinity. Additionally, Regional San is not a water purveyor and any potential use of recycled water in the project area must be coordinated between the key stakeholders, e.g. land use jurisdictions, water purveyors, users, and the recycled water producers.

If you have any questions regarding these comments, please contact me at 916-876-9994

Sincerely,



Sarena Moore  
Regional San/SASD  
Policy and Planning

Cc: Regional San Development Services, SASD Development Services, Michael Meyer, Dave Ocnosak, Christoph Dobson

**LETTER 3: SARENNA MOORE, REGIONAL SAN/SASD**

---

**Response to Comment 3-1**

The comment describes the Sacramento Regional County Sanitation District facilities and information, but does not address the adequacy of the Draft EIR.

**Response to Comment 3-2**

The comment provides useful and relevant information regarding the wastewater treatment services available to the project site by the Regional Sanitation District. It should be noted that the studies mentioned in the comment have been conducted and the Public Services, Utilities, and Hydrology chapter of the Draft EIR provided similar information and identified any impacts to the Regional Sanitation District sewage system.

**Response to Comment 3-3**

The comment has been noted; however, it does not specifically address the adequacy of the Draft EIR.

Letter 4

Department of  
Community Development  
Lori A. Moss, Director



Divisions  
Administrative Services  
Building Permits & Inspection  
Code Enforcement  
County Engineering  
Economic Development & Marketing  
Planning & Environmental Review

DELIVERED VIA EMAIL TO: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)

February 2, 2015

City of Folsom  
Draft Environmental Impact Report  
Russell Ranch Project  
50 Natoma Street  
Folsom, CA 95630  
Attention: Scott Johnson

**Subject: County of Sacramento Comments on the Draft Environmental Impact Report for the Russell Ranch Project**

Dear Mr. Johnson:

4-1

Sacramento County (County) has reviewed the City of Folsom's Draft Environmental Impact Report for the Russell Ranch Project (Project). We appreciate the opportunity to review and provide comments on this document, and further appreciate the City's willingness, as expressed via telephone, to accept any comments submitted by the County through February 9, 2015. The County has concerns that the Project will induce growth and new residences in an area that may impact Mather Airport operations without adequately analyzing those impacts.

4-2

The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of public/quasi-public uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. The project includes both Large-Lot and Small-Lot Vesting Tentative Subdivision Maps. The Large-Lot Subdivision Map would subdivide the 429.7-acre site into 34 lots by use and the Small-Lot Subdivision Map would further subdivide the Large-Lot into smaller individual residential lots. Because the proposed project is located on an undeveloped hillside, grading will be required within each of the three phases of development.

The proposed Project was programmatically evaluated in the Folsom South of U.S. Highway 50 Specific Plan (FPASP) Draft Environmental Impact Report/Environmental Impact Statement EIR/EIS. The County has expressed continued concerns to the City of Folsom regarding the Folsom South of U.S. Highway 50 Specific Plan Project since 2008.

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County staff prepared a comment letter on November 6, 2008, in response to the Notice of Preparation for the Draft EIR/EIS, recommending analysis of potential land use and other conflicts arising from the proposed Project. In a comment letter dated September 9, 2010, the County articulated concern that the Draft EIR/EIS did not adequately analyze potential land use and other conflicts arising from the proposed Project. An additional letter was written on June 10, 2011 expressing concern that our previous comments had been dismissed and little effort had been made to address our concerns in the Final EIR/EIS. The 2010 and 2011 comment letters are attached and incorporated herein.

4-3

In addition to the Folsom South of U.S. Highway 50 Specific Plan (FPASP) Draft Environmental Impact Report/Environmental Impact Statement, the proposed Project also relies on the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 2014, which was released for public review and comment on December 10, 2014. On January 20, 2015 the County provided comments (attached) on the Backbone Infrastructure MND indicating it was inadequate under CEQA. The fact that the proposed project relies on two previously inadequate environmental documents is very concerning. Of particular concern is that the proposed Project's Draft EIR relies in part on a recently released, challenged and unapproved MND. This precludes the public and decision makers from a meaningful opportunity to evaluate and comment on the whole of the action.

4-4

The noise from the Mather Airport is an area of known controversy, particularly to the citizens of Folsom; yet, the proposed Project would approve residential development in an area that experiences overflights. The proposed project also occurs on a hillside which could bring receptors even closer to aircraft noise sources. Yet, the DEIR does not address Mather Airport, provide any project specific analysis regarding noise from overflights, or explain how development under the flight path may interfere with airport operations. The DEIR relies on CEQA appendix G to dismiss any airport analysis stating no airports are within two miles. According to CEQA appendix G, "substantial evidence of potential impacts that are not listed on this form must also be considered". Needless to say, County staff is quite puzzled with this analysis provided by the City of Folsom.

4-5

Through its many comment letters to the City of Folsom addressing the above projects, the County requested that impacts to Mather Airport operations be fully analyzed in the City's CEQA documents; otherwise, the City of Folsom remains extremely vulnerable to legal challenge on the sufficiency of its CEQA compliance for these projects. Further, by its own admission as evidenced in the pleadings filed by the City of Folsom against the County in its lawsuit challenging the Mather Master Plan and associated environmental documentation, the City of Folsom concedes openly that it believes that substantial evidence exists for the argument that impacts resulting from operations at Mather Airport directly impact surrounding land uses. Further, the verified pleadings allege that the City of Folsom believes these impacts need to be thoroughly considered and evaluated in any CEQA document informing the public of potential environmental impacts from projects in and around Mather Airport. Accordingly, based on the City of Folsom's own admission, the City of Folsom needs to apply the same rigorous analysis it expects from the County to its own projects, especially those contemplated within the sphere of Mather Airport in light of the fact the City's allegations that the operations from Mather Airport have actual substantial impacts on the neighboring community.

4-6

In conclusion, Sacramento County remains concerned that the Draft EIR for the Russell Ranch Project continues the long time pattern of inadequate analysis and disregard for County concerns, particularly with respect to impacts to the operation of Mather Airport. For the reasons outlined above and incorporated by reference in the attached comment letters, the County believes the Draft EIR to be inadequate under CEQA and that further analysis and disclosure of impacts are needed to avoid potential legal challenge.

The County will be monitoring this project closely in light of its concerns that Folsom has not complied with CEQA. We appreciate the opportunity to comment and look forward to your consideration of our concerns. We also hereby request advance written notification of any hearings associated with the proposed Project.

If you have any questions, please contact me at (916) 874-5584

Sincerely,

  
Leighann Moffitt, Planning Director  
Planning and Environmental Review

C: Supervisor MacGlashan  
Bradley J. Hudson  
Nav Gill

Attachments: September 9, 2010 Comments on FPASP DEIR/EIS  
June 10, 2011 Letter on FPASP FEIR/FEIS Inadequacy  
January 20, 2015 Comment Ltr. on MND for S. of Hwy. 50 Backbone Infrastructure

**LETTER 4: LEIGHANN MOFFITT, SACRAMENTO COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT**

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**Response to Comment 4-1**

The comment expresses an appreciation for the opportunity to review and comment on the Russell Ranch Draft EIR. The comment introduces a general concern that the proposed project may introduce growth, which the commenter states may impact Mather Airport Operations. The comment is noted and will be forwarded to the City of Folsom decision-making body. Additionally, please refer to Response to Comment 4-4.

**Response to Comment 4-2**

The comment provides general background regarding the proposed project and an overview of the environmental documents that have been prepared for the FPASP and the proposed Russell Ranch Project. The comment expresses an opinion that the commenter's previous 2008, 2010 and 2011 comments on the City's CEQA documents for the FPASP were dismissed and little effort was made to address the commenter's concerns. The City disagrees with this opinion. The comments previously submitted on the FPASP NOP and EIR/EIS were exhaustively addressed in the Final EIR/EIS prepared and certified for that project, which is also part the administrative record for the Russell Ranch project. (See EIR/EIS 1-5; and Comments and Individual Responses, Sac Cnty-2, pp. 17-22.) Specifically, the City's analysis relied on and applied the County's own land use compatibility and planning documents to reach the conclusion that there would be no land use incompatibility between the FPASP and Mather. The EIR/EIS explained that the FPASP area was outside the 60 and 65 CNEL noise contours per the County's Airport Land Use Compatibility Plan (ALUCP) for Mather. All of the County's previous comments on the FPASP EIR/EIS were responded to as required by CEQA and provided to the decision-makers and the public appropriately during the decision-making process. The FPASP EIR/EIS was not subject to any legal challenge within the statute of limitations provided under CEQA for such litigation.

**Response to Comment 4-3**

The comment incorrectly states that the Russell Ranch Draft EIR relies on two previous, inadequate environmental documents. The comment references the FPASP EIR/EIS as the first of those purportedly inadequate documents. The FPASP EIR was found adequately prepared by the Folsom City Council and a Notice of Determination (NOD) was filed with the Sacramento County Clerk. The 30-day statute of limitation expired on that NOD and no CEQA action was filed. The comment also identifies the South of 50 Backbone Infrastructure Initial Study/Mitigated Negative Declaration as another inadequate CEQA document that the Russell Ranch EIR relies upon. The County provided comments on that IS/MND, and the City responded to those comments. Those Responses to Comments are incorporated by reference and part of the administrative record for this Project. The Folsom City Council approved the Backbone Infrastructure MND on February 24, 2015. No litigation has been filed challenging the Backbone Infrastructure MND. Therefore, the Russell Ranch Draft EIR appropriately relies



upon the environmental analysis provided in other relevant and adequate CEQA documents: the FPASP EIR/EIS and the South of 50 Backbone Infrastructure IS/MND.

#### **Response to Comment 4-4**

The comment appears to make the following arguments related to noise from Mather Airport: (1) the EIR lacks project specific analysis regarding exposure of residents of the proposed development to noise from overflights and (2) the EIR lacks analysis of how development under the flight path might interfere with airport operations. Although not clearly articulated, the first point is interpreted to be focused on the potential noise impacts of overflights on homes constructed in the project area, and the second point is interpreted to raise a question of land use compatibility with airport operations at Mather.

As to the first point, the FPASP EIR/EIS previously evaluated and addressed potential aircraft noise caused by Mather Airport on the current and future sensitive receptors in the Folsom South Specific Plan Area, including the project site. The FPASP EIR/EIS concluded that Mather Airport operations would not result in a direct impact to proposed development that includes this project area. There is a conclusion of “no significant impact” regarding this issue and therefore no mitigation was required as part of the approval of the FPASP EIR/EIS. (EIR/EIS, Comments and Individual Responses, Sac Cnty-2, pp. 17-22.) The proposed Russell Ranch project does not require any additional analysis because residential units are located in generally the same location as originally evaluated in the FPASP EIR/EIS. It is also important to note that at the request of the County, the City of Folsom and the appropriate FPA landowners, including this project applicant, have executed and recorded Avigation Easements, which are part of the administrative record for this project. The form of the Avigation Easement was approved prior to execution by the County of Sacramento (as per the correspondence included in Attachment 5, Sacramento County staff reviewed and approved the form and content of this easement). These easements will provide public disclosure to the future residents of the Russell Ranch project that operations of Mather Airport will continue to result in noise in the project area (the executed and recorded Avigation Easement covering this project is included in Attachment 6). It is reasonable to conclude that future residents of the Russell Ranch project will have made an informed decision to live in an area potentially subject to noise from Mather. The Avigation Easements memorialize that decision and support the City’s finding, in the FPASP EIR/EIS, that there is “no significant impact” in the FPASP relating to aircraft noise.

As to the second point, it is important to keep in mind that CEQA mandates analysis of physical impacts on the environment (e.g., noise generation). The referenced “impact to Mather operations” is a social/economic impact, not a physical impact on the environment necessitating review under CEQA. Unlike the County’s Master Plan for Mather, for example, the proposed Russell Ranch Project will not produce new or increased noise noticeable or objectionable to neighbors. Put another way, the commenter’s concern seems to be that the proposed project will bring new residents to an area where noise associated with Mather might be apparent, particularly if the airport becomes noisier over time. The commenter is apparently concerned that development of the Russell Ranch project could make it more difficult, as a political/practical matter, for Mather operations (and the associated noise) to increase/continue.

Such social/economic impacts are not covered by CEQA, which focuses on a project's potential physical impacts to the environment.

Finally, as noted above, the City's FPASP EIR/EIS analysis relied on and applied the County's own land use compatibility and planning documents to reach the conclusion that there would be no noise-related land use incompatibility between the FPASP and Mather. Specifically, the EIR/EIS pointed out that the FPASP area was outside the 60 and 65 CNEL noise contours per the County's Airport Land Use Compatibility Plan (ALUCP) for Mather. This conclusion holds true for the Russell Ranch project, which is within the FPASP.

#### **Response to Comment 4-5**

The commenter argues that the City of Folsom's analysis of Mather's noise impacts on future Russell Ranch residents is inconsistent with its position in litigation challenging the adequacy of the County's environmental analysis for the Mather Master Plan. This argument attempts to draw connections between two very different things. It is certainly true that the City has consistently argued that the County's analysis of Mather Master Plan noise impacts should have acknowledged and evaluated the airport's far-reaching noise impacts, particularly in light of proposed aviation activity growth. The County's comment letter now seeks to punish the City for requesting that analysis by arguing that the City should provide the same noise analysis it has requested of the County. That argument ignores the fact that because the properties in the Russell Ranch project will be subject to Avigation Easements, future residents will have made an informed decision to live in an area potentially impacted by existing and increased noise from Mather. The same is not true of other Folsom residents. Moreover, the commenter fails to recognize that the City's analysis of land use compatibility is based on the County's own ALUCP. Finally, the argument attempts to equate the County's expansion of Mather operations (which are noisy and regularly awaken/annoy neighbors) and the City's proposed approval of residential development (which neither poses nor generates such noise impacts). The comment is noted and will be forwarded to the decision-makers for their consideration on the project.

#### **Response to Comment 4-6**

The comment summarizes the previous comments provided in the Comment Letter. This comment has been addressed in Response to Comments 4-1 through 4-5. However, the comment will be forwarded to the decision-makers for their consideration.

Letter 5

Department of Transportation  
Michael J. Penrose, Director



Divisions  
Administration  
Maintenance & Operations  
Engineering & Planning

County of Sacramento

February 9, 2015

Scott A. Johnson, Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630  
Email: sjohnson@folsom.ca.us

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE RUSSELL RANCH PROJECT.**

Mr. Johnson:

The Sacramento County Department of Transportation has received the draft environmental impact report (DEIR) for the Russell Ranch project. We appreciate the opportunity to review and provide comments on this document, and further appreciate the City's willingness, as expressed via telephone, to accept any comments submitted by the County through February 9, 2015. The Department of Transportation has the following comments to offer at this time.

5-1

1. **General.** Sacramento County General Plan – The General Plan Circulation Element and the Transportation Diagram identifies White Rock Road between Grant Line Road and the El Dorado County line as an Expressway segment of the Capital SouthEast Connector (Connector) roadway with a future grade separated interchange at White Rock Road and Empire Ranch Road. The cumulative analysis for the Transportation, Traffic and Circulation section of the DEIR does not assume that the Connector roadway has been implemented. This will be major regional transportation facility that should be assumed in the cumulative analysis.

5-2

2. **General.** The Connector Joint Powers Authority (Connector JPA) in collaboration with the City of Folsom, El Dorado County, and Sacramento County, has recently engaged an engineering consultant to conduct preliminary engineering and environmental document preparation for the Connector roadway segment from Prairie City Road to Latrobe Road. This work effort will establish the ultimate roadway alignment and right-of-way footprint for the Connector roadway. This ultimate footprint should be the basis for the right-of-way dedication for the Connector roadway along the southern boundary of the project. The proposed vesting large lot and small lot maps for the project assumes a Connector right-of-way footprint based on an earlier, preliminary alignment analysis that is subject to change. Sacramento County is one of five member jurisdictions of the Connector JPA, the City of Folsom is also a member jurisdiction, and as such, is concerned that entitlement of the project in current form by the City of Folsom may impose an unnecessary constraint upon the Connector JPA and the Connector

Comments on the DEIR for the Russell Ranch project.  
Page 2

roadway alignment. Since Sacramento County is the jurisdiction directly to the south of the project, a constraint in the Connector alignment may force the alignment unnecessarily to the south and affect land uses and properties in Sacramento County.

Sacramento County therefore requests that the City of Folsom should not approve the project until such time that the Connector alignment and right-of-way footprint has been determined and the subdivision maps revised appropriately or a condition of approval is included with this project that preserve the right of way footprint needed for the Connector roadway and the County's General Plan. This project should also participate in any future financing plans implemented by the Connector JPA and/or Sacramento County for financing the Connector roadway facilities.

5-3

3. **General.** The City of Folsom should also its pay fair share towards the offsite extension of Empire Ranch Road into El Dorado County. This roadway segment will benefit and serve developments in the City of Folsom and County of El Dorado. This alternative connection would relieve the congestion on White Rock Road, US 50 and Latrobe Road.

5-4

4. **General.** The roadway network of the proposed land use plan differs from the approved land use plan in that Street C (Easton Valley Parkway) no longer extends as a major arterial to Empire Ranch Road. Easton Valley Parkway was intended to serve as a major arterial providing internal circulation within the south of US 50 development to minimize impacts to US 50. Without the extension of Easton Valley Parkway to Empire Ranch Road, there will be an increased travel demand shifted to other roadway segments such as Placerville Road, Scott Road, White Rock Road, and US 50 and under utilization of the future interchanges on Empire Ranch Road at both US 50 and at the Connector (White Rock Road). Sacramento County is concerned that the project as proposed will divert off-site impacts to Sacramento County, Caltrans, and Connector facilities of which have not been studied in this DEIR.

5-5

5. **General.** White Rock Road currently has narrow travel lanes and no roadway shoulders near the project vicinity. Prior to implementation of the project or connection of any new roadways to White Rock Road, improvements on White Rock Road should be constructed to County standards of 12 foot travel lanes and 6 foot shoulders to minimize the potential for safety related issues. This request was made in the NOP comment letter and was not evaluated in the DEIR.

5-6

6. **General.** The County commented on the NOP for the DEIR regarding the land use projects that should be evaluated for cumulative analysis (see attached copy of the letter). City of Folsom did not include any of these projects and only relied on the SACOG's MTP/SCS travel forecast model for this project's impact analysis. It should be noted that SACOG does not make the land use decision in the unincorporated Sacramento County. Many of these projects already have vested rights for development while SACOG's growth allocations do not have them fully built out in the 2035 MTP. As shown in the Fehr & Peers memorandum in the Appendix I, the daily volumes are expected to be much higher assuming all of the reasonably foreseeable land projects. Therefore, DEIR evaluated the impacts inadequately and underestimated project's impacts on the roadway infrastructure south of the project. We ask that the foreseeable projects be taken into account for impact evaluation for cumulative conditions.

5-7

7. **General.** Project trip distribution is not shown in the DEIR or the traffic study. Vehicle trips using White Rock Road seem very low. Please note that White Rock Road is the preferred route for commuters travelling to and from the Cities of Elk Grove or Rancho

Comments on the DEIR for the Russell Ranch project.  
Page 3

- 5-8
- 5-9
- Cordova to the eastern portion of Sacramento County and western El Dorado County. It appears that the trip distribution assumptions of the DEIR may be underestimating project trips using these roadway facilities to the south and thereby impacts are underestimated and inadequately presented in the DEIR. The County recently widened the segment of White Rock Road between Grant Line Road and Prairie City Road to a four-lane arterial. This improvement would likely attract new trips from this project. The traffic study and DEIR should include information regarding trip distribution and appropriate trips should be assigned to the roadway facilities to the south of the project for determining project impacts.
8. **Appendix I. Figure 5d.** Intersection number 32 (White Rock Road and Empire Ranch Road). At the time of connection, this 4x4 intersection configuration should be improved to include dual lefts, two-through, a bike lane and a right turn lane on all approaches. Improvement plans for this shared location should be coordinated with Sacramento County and the Connector JPA staff for review and comments.
9. **Appendix I. Figure 6d and Figure 7d.** In the cumulative scenario, improvements to intersection number 32 (White Rock Road and Empire Ranch Road) should include exclusive right turn lanes for both the north and south approaches to meet County standards.

Should you have any questions, please feel free to contact me or Kamal Atwal at 916-874-6291.

Sincerely,



Dean Blank, P.E.  
Principal Civil Engineer  
Department of Transportation

DAB/ka

Enclosure: Copy of the comments on the NOP for Russell Ranch EIR, July 7, 2014.

Cc: Kamal Atwal, DOT  
Matt Darrow, DOT  
Ron Vicari II, DOT  
Dan Shoeman, DOT  
Leighann Moffitt, PERD  
Cathy Hack, PERD  
Tom Zlotkowski, Capital SouthEast Connector JPA

**LETTER 5: DEAN BLANK, SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION**

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**Response to Comment 5-1**

The commenter states that the Sacramento County General Plan “identifies the segment of White Rock Road between Grant Line Road and the El Dorado County line as an Expressway segment of the Capital SouthEast Connector (Connector) roadway with a future grade separated interchange at White Rock Road and Empire Ranch Road.” The commenter goes on to state that the Draft EIR analysis does not assume that the Connector has been implemented, and that it should be included in the cumulative analysis.

Contrary to the commenter’s assertion, the Draft EIR cumulative year analysis does include implementation of the Connector project. As shown on Figure 4.8-13, page 4.8-55 of the Draft EIR, the cumulative year analysis (year 2035) includes widening of White Rock Road within the study area beyond the two travel lanes currently provided on this segment, and associated intersection improvements at the Empire Ranch Road/White Rock Road intersection. However, the analysis does not assume implementation of a grade-separated interchange at the Empire Ranch Road/White Rock Road intersection. This assumption is consistent with the modeling included in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region, which includes the Connector as an expressway without grade-separated interchanges under 2035 conditions.

Further, the Connector project is not fully funded, and it is expected that the facility will be constructed in phases. Intersections would initially be constructed at-grade, and grade-separated interchanges would be constructed in the future as traffic conditions warrant. Consistent with this approach and the MTP/SCS analysis, the Russell Ranch Draft EIR analysis evaluated the Empire Ranch Road/White Rock Road intersection as an at-grade facility. According to Table 4.9-11 (Draft EIR page 4.8-62), this analysis showed that the Empire Ranch Road/White Rock Road would operate at an acceptable LOS C during both peak hours under “Cumulative Plus Project” conditions and that implementation of the proposed project would not result in significant impacts to this intersection. Construction of additional improvements at this location (i.e., grade-separated interchange) would only result in lower levels of vehicular delay and would not result in additional traffic impacts beyond those disclosed in the Draft EIR.

**Response to Comment 5-2**

The City of Folsom acknowledges the comment, but notes that this comment does not raise any points related potential environmental impacts. The analysis of impacts is based on the alignment reasonably foreseeable at the time of issuance of the Notice of Preparation on this project, as required by CEQA. The conceptual alignment shown on the Tentative Map was developed with the JPA staff over two years ago. A revised or more detailed alignment has not been presented for approval by either the JPA or the City of Folsom.

The City will continue to work with the JPA on the final alignment of the Connector. In addition, the applicant has agreed contractually to cooperate in this process. The City and

applicant have agreed to work cooperatively with both the County and the JPA to resolve the alignment.

Below is an excerpt from the Amended and Restated Development Agreement (ARDA) (Section 3.7.1) between the applicant and the City of Folsom as it pertains to the alignment of the Connector:

If the Connector alignment changes or the alignment requires right of way from Landowners in the Folsom Plan Area, Landowner(s) will sell the land necessary to facilitate the connector project at no cost to the City, but upon compensation acceptable to Landowner(s) to be paid by other entities, such as the Capital Southeast Connector Joint Powers Authority (the “Connector JPA”). Nothing herein shall limit compensation paid by other entities. No compensation from the City will be required for connections to the Connector project as identified in the Backbone Infrastructure. City will cooperate with the Participating Landowners, including Landowner, to support, as may be necessary, the desired alignment for the Connector as shown in the Specific Plan with the Connector JPA.

The comment also requests that the project participate in “any future financing plans implemented by the Connector JPA and/or Sacramento County for financing the Connector roadway facilities.” The commenter is directed to Mitigation Measures 3A.15-1c, 3A.15-1i, 3A.15-1l, 3A.15-1p, and 3A.15-4i. These mitigation measures were pulled forward from the FPASP EIR/EIS and are identified in the Draft EIR as applicable to the proposed project as well.

### **Response to Comment 5-3**

This comment requests that the “City of Folsom” shall pay a fair share contribution towards an offsite extension of Empire Ranch Road into El Dorado County. With respect to the Russell Ranch project (and not the entire City as referenced in the comment), El Dorado County identified the roads within its jurisdiction that should be analyzed as part of environmental review for this project, and those roads have been analyzed as part of this EIR. See Draft EIR Figure 4.8-1, Intersections 9, 10, and 13. Impacts were not identified for those intersections, and thus, mitigation measures are not required. With respect to a payment of a fair share obligation by the City towards an off-site extension of Empire Ranch Road into El Dorado County, the City of Folsom notes that Sacramento County and the City negotiated an agreement concerning development fee contributions by each agency (through developer fees) to mitigate impacts of development on the roadways jurisdiction. Furthermore, an alignment or extension is not specifically identified in this comment on the Russell Ranch Draft EIR.

Finally, the development of the proposed project generated only the need for a two lane facility on Empire Ranch Road north of White Rock Road (See the project-level lane configuration assumptions shown in Figure 4.8-7 of the Draft EIR), yet the City will be responsible (through PayGo revenues) for constructing a four lane facility which provides access to the future Empire Ranch Road Interchange to serve the future needs of development (currently planned in El Dorado County) occurring south of White Rock Road. Further, cumulative year travel demand modeling completed for the Russell Ranch Draft EIR indicated that implementation of the

proposed project would result in fewer peak hour trips on the segment of Empire Ranch Road located to the south of White Rock Road than under Cumulative No Project conditions.

#### **Response to Comment 5-4**

The commenter states that modifications to the alignment of Easton Valley Parkway included as part of the Russell Ranch project would result in traffic shifting to other roadways, and that the County is concerned that the project as proposed will divert off-site impacts to facilities that were not evaluated in the Draft EIR.

The travel demand modeling completed for the Draft EIR included the proposed modification to the alignment of Easton Valley Parkway within the Russell Ranch project (relative to the alignment included in the Folsom Plan Area Specific Plan). As shown in Figure 4.8-8 (Draft EIR page 4.8-34), the generally east-west running Easton Valley Parkway would curve southward just west of Empire Ranch Road, requiring motorists to utilize a short connector roadway to travel between Easton Valley Parkway and Empire Ranch Road. The intersection of this connector roadway with Easton Valley Parkway would feature a roundabout, allowing for continuous travel between the two roadways. Within Russell Ranch, both Easton Valley Parkway and the proposed connector roadway would be built to the same standards identified in the Folsom Plan Area Specific Plan.

The travel demand model utilized for the Traffic Impact Analysis inherently accounts for trip distribution within the model itself (See Appendix I of the Draft EIR for traffic modeling outputs). Therefore, because the travel demand model used for the “Existing Plus Project” and “Cumulative Plus Project” scenarios incorporated the modified alignment described above, all potential impacts to travel patterns within the study area resulting from this component of the proposed project are incorporated into the analysis and figures identifying the trip distribution are not needed for the analysis.

#### **Response to Comment 5-5**

The request made in the NOP comment letter stated as follows: “As a mitigation measure, we recommend that 6 foot shoulders and 12 foot lanes should be constructed by the project as an interim solution until such time a four or six lane widening is constructed.” The NOP comment letter does not provide nor cite to any adopted County policy requiring such improvements, and the comment letter on the Draft EIR similarly does not provide any reference to adopted County policy. The County also has not provided any data for consideration related to the “potential safety issues.” The widening of White Rock Road to four lanes as a County project has completed environmental review and is a project contained in the County’s Transportation Development Fee CIP, to which the project will make a fair share contribution. This will address the “potential safety concerns” raised by the County. Moreover, and alternatively, when the Connector project in this vicinity is constructed, it will provide the level of improvements requested.



### **Response to Comment 5-6**

The commenter states that the MTP/SCS land use allocations developed by SACOG and included in the cumulative year travel demand model do not include full build-out of select projects within unincorporated Sacramento County. The commenter goes on to state that because of this, the “DEIR evaluated the impacts inadequately and underestimated project’s impacts on the roadway infrastructure south of the project.”

The commenter correctly states that the Draft EIR cumulative year analyses utilized the SACOG’s MTP/SCS year 2035 travel demand model that incorporates year 2035 land use allocations developed by SACOG, and that these allocations do not include full build-out of all projects within unincorporated Sacramento County prior to year 2035.

Please refer to the discussion on page 4.8-26 of the Draft EIR which explains that the development scenario requested by the County would not be a reasonably foreseeable scenario within the horizon year for cumulative conditions, and that CEQA does not require analysis of speculative future conditions to avoid potentially skewing the projection of cumulative impacts.

Further, although not required under CEQA, a separate “super cumulative” analysis reflecting post-2035 roadway conditions was completed to document potential differences between the year 2035 analyses included in the Draft EIR, and post-2035 conditions that assume full build-out of all projects identified by Sacramento County in their NOP comment letter. This evaluation was included in Appendix I of the Draft EIR for informational purposes.

### **Response to Comment 5-7**

The commenter states that the project trip distribution is not shown in the Draft EIR, and questions the assignment of project trips to White Rock Road. The commenter goes on to state that recent improvements to White Rock Road between Grant Line Road and Prairie City Road “would likely attract new trips from this project.”

The traffic counts completed for the Draft EIR that were used for the existing conditions analysis and incorporated into the traffic forecasting process were conducted after the improvements to White Rock Road mentioned by the commenter were completed and open to traffic; therefore, the effects of these recent improvements are incorporated into the analyses presented in the Draft EIR. As documented on page 4.8-29 of the Draft EIR, the base year version of SACMET travel demand model was used to estimate the distribution of project trips for the Existing Plus Project scenario. In addition to forecasting the number of trips associated with the proposed project, the model distributes inbound and outbound project trips onto the transportation network, and accounts for changes to travel patterns within the study area as a result of the project. The resulting peak hour travel volumes under Existing Plus Project conditions are displayed in Figures 4.8-6 through 4.8-9 for all study intersections. Because the travel demand model (which inherently includes assignment of trip distribution) was used to forecast the distribution of project trips, a separate off-model estimate of project trip distribution is not needed for the analysis within the Draft EIR.

### **Response to Comment 5-8**

The commenter references Figure 5d of Appendix I (peak hour traffic volumes and lane configurations under Existing Plus Project conditions) and requests that the Empire Ranch Road/White Rock Road intersection should be built “to include dual lefts, two-through, a bike lane and a right turn lane on all approaches” at the time that Empire Ranch Road is connected to White Rock Road.

The Existing Plus Project intersection analysis contained in the Draft EIR conservatively assumed a single approach lane on all quadrants of the Empire Ranch Road/White Rock Road intersection. As documented in Table 4.8-7 (Draft EIR p. 4.8-36), this intersection is expected to operate at an acceptable LOS A during both peak hours with this more limited set of geometric assumptions under Existing Plus Project conditions. Therefore, any additional improvements at this location would only result in lower levels of vehicular delay and would not result in additional traffic impacts beyond those disclosed in the Draft EIR. This intersection is part of the proposed Capital Southeast Connector (Connector) project, and the final geometric improvements at this location will be determined by the Connector project.

### **Response to Comment 5-9**

The commenter references Figures 6d and 7d of Appendix I (peak hour traffic volumes and lane configurations under Cumulative No Project and Cumulative Plus Project conditions) and requests that the Empire Ranch Road/White Rock Road intersection should include exclusive right-turn lanes on the northbound and southbound approaches.

The cumulative year intersection analyses contained in the Draft EIR conservatively assumed a shared through-right lane on the northbound and southbound approaches to the Empire Ranch Road/White Rock Road intersection. As documented in Table 4.8-11 (Draft EIR page 4.8-62), this intersection is expected to operate at an acceptable LOS C during both peak hours with this more limited set of geometric assumptions under Cumulative Plus Project conditions. Therefore, any additional improvements at this location would only result in lower levels of vehicular delay and would not result in additional traffic impacts beyond those disclosed in the Draft EIR. This intersection is part of the proposed Capital Southeast Connector (Connector) project, and the final geometric improvements at this location will be determined by the Connector project.

**Letter 6**



January 29, 2015

Scott Johnson  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Subject: EIR, Russell Ranch Project

**6-1**

Dear Mr. Johnson,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the EIR, Russell Ranch Project. SMUD is the primary energy provider for Sacramento County and the proposed project location. 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.

**6-2**

It is our desire that the EIR, Russell Ranch Project will acknowledge any project impacts related to the following:

- Overhead and or underground transmission and distribution line easements
- Electrical load needs/requirements
- Energy Efficiency
- Utility line routing
- Climate Change

**6-3**

SMUD would like to be involved with discussing and resolving the above issues as well 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.



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 the EIR. If you have any questions regarding this letter, please contact Rob Ferrera, SMUD Environmental Specialist at (916) 732-6676.

Sincerely,



Rob Ferrera  
Environmental Specialist  
Environmental Management  
Legislative & Regulatory Affairs  
Sacramento Municipal Utility District

Cc: Jose Bodipo-Memba  
Pat Durham  
Joseph Schofield

**LETTER 6: ROB FERRERA, SMUD**

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**Response to Comment 6-1**

The comment is an introductory statement that does not address the adequacy of the Draft EIR.

**Response to Comment 6-2**

The comment identifies the need for the Draft EIR to discuss project impacts related to the following: electrical easements, electrical load requirements, energy efficiency, utility line routing, and climate change. The Russell Ranch Draft EIR provided adequate information and impact discussion for line development and easements as well as load requirements in chapter 4.7, Public Services, Utilities, and Hydrology (please see page 4.7-60 of the Draft EIR). The Draft EIR provides a discussion on energy efficiency and climate change in chapter 4.2, Air Quality and Climate Change.

**Response to Comment 6-3**

The comment does not address the adequacy of the Draft EIR, but has been noted and will be forwarded to appropriate city staff to ensure on-going communication with SMUD to ensure efficient and sustainable delivery of electrical power to the project.

Letter 7



P.O. Box 1526 □ Sacramento, CA □ 95812-1526 □ (916) 444-0022 □  
office@ecosacramento.net □ http://www.ecosacramento.net/

January 30, 2015

Scott A. Johnson, Planning Manager  
City of Folsom  
Community Development Department  
50 Natomas Street  
Folsom, CA 95630

*Sent via email to: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)*

Subject: Comments on the Draft Environmental Impact Report for Russell Ranch Project

Dear Mr. Johnson:

7-1

The Environmental Council of Sacramento (ECOS) greatly appreciates the opportunity to comment on the Draft Environmental Impact Report for Russell Ranch. We expressed many of our concerns at the time of the environmental document for the Folsom Plan Area Specific Plan (FPASP), but we believe many of those concerns were not adequately addressed at that stage and are still not adequately addressed. In our comments on the Final Notice of Preparation (NOP), we specifically requested that certain areas be addressed. They were not adequately addressed in this document, either. The document must therefore be considered inadequate and incomplete.

7-2

**Land Use**

The current Russell Ranch Project is a small portion of the overall Folsom Plan Area Specific Plan (FPASP), yet the entire compatibility analysis and evaluation is based on the assumption that the FPASP will be built out as planned. This seldom happens in the real world, but even if the FPASP is built out as planned, the DEIR indicates that this would occur over thirty years, leaving many intervening years of ensuing incompatibility. ECOS is therefore very concerned that the CEQA analysis may not reflect the single most likely scenario. At a minimum, an analysis should have been included that evaluated the project on its own merits, without reliance on the FPASP in its entirety, to conclude that it meets General Plan policies and that the goals and objectives of the Sacramento Council of Government's Blueprint are met.

7-3

The Russell Ranch Project by itself cannot be considered smart growth development since it is typical executive housing, and typical of the previously approved Empire Ranch. Neither can it be considered conducive to reducing vehicle miles travelled nor to reducing greenhouse gas emissions. As noted in our NOP comments, this project is just another auto oriented subdivision that, in itself, does not meet any smart growth principals.

7-4

Relying on the remainder of the FPASP to improve the compatibility of Russell Ranch with smart growth principals, when the remainder of the APASP may not be built as planned (or at all), is basically recapitulates the environmental document for the FPASP. This DEIR states that the "Preferred Blueprint Scenario" includes smart growth principles, including transportation choices, mixed-use development, compact development and housing choice and diversity. The DEIR concludes that the Russell Ranch project is generally consistent with the SACOG Blueprint Project and would implement the growth principles from the "Preferred Scenario". ECOS disagrees with that assertion and concludes the DEIR is deficient.

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7-5	A mitigation measure which imposes phasing on the Russell Ranch project is appropriate. Allowing only 40% of Russell Ranch to develop prior to final approval of improvement plans for higher density residential and employment projects in the remainder of the FPASP would ameliorate some of the current policy conflicts that exist and make the DEIR highly suspect.
7-6	<b>Growth Inducement</b>
7-7	The Growth-Inducing Impacts section of the DEIR (Section 5.2) completely ignores ECOS's NOP comments. We must reiterate that the growth-inducing nature of this project must be thoroughly reviewed and its impacts mitigated in this DEIR. The excuse that the area where growth inducement will occur is outside of Folsom's jurisdiction and therefore cannot be mitigated is not legally defensible.
7-8	Under CEQA, impacts of growth inducement are like any other impact. They must be mitigated where feasible. The issue isn't where the growth is, but who has authority to implement the proposed mitigation. Folsom does have the authority to refrain from extending its sphere of influence further south and to choose not to annex that property, which would essentially preclude the growth-inducing impacts. Folsom also has the authority to size the infrastructure for this project that would mitigate growth-inducing impacts to the south.
7-9	The Southeast Connector JPA, in its environmental document, recognized the growth-inducing impacts of its project, which includes White Rock Road adjacent to this project, and included mitigation for those impacts. This project is as growth-inducing, as the Connector it is adjacent to, if not more so. Growth inducement was not adequately analyzed in this environmental document and the impacts were not mitigated. The DEIR is therefore currently inadequate and incomplete.
7-10	ECOS believes there are feasible mitigation measures to reduce the growth inducing impacts. These include directing conservation easements for the loss of agricultural and grazing land due to the development of Russell Ranch to areas immediately beyond or very close to the southern FPASP boundary. Partnering financially with the Southeast Connector JPA to implement growth inducement mitigation would be an appropriate mechanism to accomplish this necessary and feasible mitigation.
7-11	<b>Biological Resources</b>  <u>Special Status species impacted:</u>  No mention or analysis of potential impacts to ferruginous hawks was included in this DEIR. The ferruginous hawk is a state listed species of special concern, and the dominant covertype impacted by this project, grassland, is the preferred habitat for this avian species during its winter stays in the Central Valley. Please include discussion of potential impacts, which would be largely removal of foraging habitat, for this important species.
7-12	<u>Tri-colored blackbird:</u>  As discussed in this DEIR, there are currently no nesting blackbird colonies or suitable habitat for colonies to nest in the project site. Mention is made of a nearby blackbird colony and the actions that will be taken to control disturbance to that colony during construction. No mention is made of the fact, though, that tri-colored blackbirds commonly forage on grassland and that

7-13	<p>this project will be removing substantial acreage of this suitable foraging habitat, nor does it provide any mitigation for this loss.</p> <p><u>Compensatory mitigation for loss of wetlands:</u></p> <p>There is no analysis of the impacts associated with the creation or restoration component of the compensatory mitigation for the loss of wetlands in the project site. The DEIR states that the project proponent will comply with the USACOE permits as issued. This is a deferral of mitigation and a deferral of providing full disclosure of the impacts. No information is provided as to where restoration/creation might occur, how much mitigation will be required, and what the potential impacts from that restoration/creation component might be.</p>
7-14	<p><u>Biological Isolation:</u></p> <p>Discussion is included in this DEIR about the project site not being a corridor for wildlife movement because of the existing development to the north and the east. A brief comment is made about the possibility of larger mammals using avoided creeks for travel. No discussion was provided about the importance of connectivity to the avoided open space habitats in the project site. It might not be a suitable corridor, but if adequately sized connectivity corridors are not properly mapped out for the open space in the project, that open space will become biologically isolated and more prone to denigration – plants as well as more mobile species require connectivity. The issue of connectivity is further complicated by the fact that Russell Ranch is only one project in the newly annexed land that was in the sphere of influence. How does the Russell Ranch project nest within future projects such that adequate connectivity is provided for avoided open space habitats? As a condition of annexation, LAFco required that a third of the annexed land be left as open space. How does/will Russell Ranch's open space resources fit into and compliment the open space resources of future projects in a way that provides viable connectivity? How wide will connectivity corridors be? Will they have native plantings? How will the connectivity corridors be treated in term of fire safety?</p>
7-15	<p><b>Water</b></p> <p>ECOS is very concerned that this project, and any subsequent development in the Folsom South Area, relies on the maximization of the City's anticipated conserved water without analyzing the implications of this action in "dry" and "extremely dry" conditions.</p>
7-16	<p><u>Background:</u></p> <p>The total demand of Folsom Plan Area (FPA) South of US Highway 50 was determined to be 5,421 AFA in a normal year in the "Addendum to the Environmental Impact Report for the Folsom Plan Area Project for Purposes of Analyzing an Alternative Water Supply for the Project" (hereafter referred to as the "FPASPP Addendum"). The Russell Ranch DEIR estimates a dry year demand of the project to be 658 AFA (DEIR pg. 468), which is within the estimated demand of the FPA.</p> <p>The subsequent plan to supply 5600 AFA of water to the FPA from conserved sources of up to 6450 AFA (FPASPP Addendum, pg 4) was passed by resolution on December 11th, 2012. ECOS regrets that a supplemental EIR was never published for this change of plan, and, having not, feels that this analysis must be called into question as it relates to the Russell Ranch project.</p>



- As stated in the DEIR, the city can conserve 6450 AFA from a) 4600 AFA of water conserved by repairing the leakage in existing City water infrastructure, and b) from at least 1850 AFA of conservation through implementation of water meters and a tiered rate billing system. The City proposes to use these water-savings to supply development of the entire Folsom South growth area, which is estimated to require 5421 AFA in a normal water year.
- 7-17** It is stated that, from these conservation activities, 5000 AFA of Pre-1914 water rights (from GSWC) and an additional 600 AFA of conserved water from the 7500 AFA "Fazio" supply (from SCWA) will be transferred to supply water to the FPA,. The Staff Report on the FPASPP addendum states on page 5 that the remainder of the "previously unused" Fazio supply will then be used for build out of the existing City's East Area. However, section 2.2.2 "Exchange of City Water Supplies" of the draft environmental analysis included in this same Staff Report (page 39) states "the City's East Area will receive 5,500 Acre Feet Per Year of the yield of the above-described conservation measures." A clarification of this discrepancy in explaining the use of conserved water is necessary in determining whether the City is meeting the obligations of SBx7-7.
- 7-18** Dry Year Implications:  
 ECOS acknowledges Folsom's recent efforts to conserve water, and recognizes the City's right to use its conserved water for other purposes. However, by planning to maximize almost the entirety of the City's 34,000 AFA of entitlements in addition to using water saved through concerted conservation efforts to supply the FPA, the City substantially limits its flexibility to supply water to all its residents in dry and extremely dry years. This scenario exposes future and existing residents of the City, and the region, to increased likelihood of extraordinary conservation measures, the impacts of which have not been analyzed in the DEIR.
- 7-19** As per the Water Forum Agreement (page 64), Folsom's 34,000 AFA of entitlements are subject to a reduction to 20,000 AFA, analysis of how this reduced supply would be stretched across the new development and existing City has not been adequately demonstrated.
- 7-20** Further, the fact that this dry year allocation of 20,000 AFA is not actually guaranteed has not been acknowledged in the documentation. Even Folsom's very senior pre-1914 water rights are subject to cut backs in dry years, relative to the actual in-flow of the American River. And more, there is no mention at all of the vulnerability of the Folsom Reservoir intake, the City's sole source of supply. As recently as 2014, Folsom storage levels came dangerously close to exposing the intake, which would obviously render the pumps inoperable. With no established back-up supply, how does the city plan to serve water to it's the existing residents in addition to the new growth in such a situation? There is no analysis of the impacts of this very feasible scenario, nor has a plan been offered to mitigate them.
- 7-21** The brief discussion of Folsom's five-stage drought conservation reduction regime (DEIR pg. 470-471) offers little explanation of how Folsom would be successful in meeting water demands under increasingly severe drought conditions at full build-out including Folsom South. Moreover, it is not even clear if the first and second stages of this regime would be able to produce any more conservation than the similar activities likely to be undertaken by residents in response to water metering now in place. The FPASPP addendum, which the DEIR relies on for demonstration of water supply, offers no discussion of dry year scenario analysis at all.
- 7-22** Finally, the DEIR does not adequately evaluate the regionally cumulative impact of maximizing the use of its conserved water, particularly in dry years, in meeting the provisions of the Water

- Forum Agreement for a combined jurisdictional effort to achieve conjunctive use balance of surface and groundwater supplies that will ensure the long term sustainable yield of groundwater and a biologically healthy American River. Folsom may indeed be meeting the fine print of the Water Forum agreement, and be implementing Best Management Practices of the CA Urban Water Council for Conservation, but if this is the case, it is not adequately demonstrated in any analysis the City has put forward to date.
- 7-23** Conclusion:  
The DEIR must fully examine the consequences of maximizing the use of the City's entitlements and conserved water by Folsom residents to supply future growth without a back-up water supply. ECOS requests the following:
- 7-24** a. A more comprehensive accounting of Folsom's current supplies, including recently anticipated Aerojet exchanges, is needed to adequately understand the implications of this plan, as well as further clarification of how and where these conserved waters will be used.
- 7-25** b. Water conserved through the leak repair program, largely completed, is a long term reliable supply, but only to the extent that the city maintains an active and successful leak detection and repair program. At a minimum, a mitigation requirement that Folsom maintain an active inspection and repair program to minimize system leakages should be incorporated into the project.
- 7-26** c. An analysis of regionally cumulative impacts on conjunctive use balance in achieving a long-term sustainable yield of the region's ground water and a biologically healthy American River is needed. This should include an illustration of the water supply plan's compliance to the conservation obligations of the Water Forum Agreement and the CA Urban Water Council BMPs.
- 7-27** d. Most importantly, the dry year implications of the water supply plan have not been fully analyzed, for future or existing residents. The DEIR must adequately address the impacts of committing the remainder of its conserved water supplies to new growth during extended and/or severe drought conditions.
- 7-28** ECOS feels that Folsom has a legal obligation to conduct this analysis, but regardless, the City owes its residents, who will bear the future burden of meeting severe water shortages in increasingly more frequent drought events, a more forthright discussion of this issue than has heretofore occurred.

Sincerely,



Rick Guerrero, ECOS President

[www.ecosacramento.net](http://www.ecosacramento.net)

**LETTER 7: RICK GUERRERO, ECOS**

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**Response to Comment 7-1**

The comment expresses an appreciation for the opportunity to review and comment on the Russell Ranch Draft EIR. The comment introduces a general opinion that previous comments on the FPASP EIR/EIS and the proposed project NOP were dismissed and little effort was made to address the commenter's concerns. All previous comments from ECOS have been adequately addressed under CEQA, are presumed adequate under the law since no legal challenges were filed, and were provided to the decision-makers and the public appropriately during the FPASP decision-making process. ECOS's comments on the proposed project NOP were addressed throughout the Draft EIR as appropriate.

**Response to Comment 7-2**

The Land Use and Planning Chapter of the Draft EIR includes a project-level compatibility analysis (Impact 4.5-1), which does analyze the proposed project on its own merits related to compatibility with existing land uses. In addition, the Land Use and Planning Chapter of the Draft EIR includes a cumulative compatibility discussion. As noted on page 4.5-31 of the Draft EIR, the cumulative setting for the Land Use and Planning Chapter is the proposed project in combination with buildout of the City's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area, including the FPASP. Therefore, the Draft EIR included analysis of compatibility for both the proposed project alone as well as with consideration for the surrounding planned uses.

The Land Use and Planning Chapter of the Draft EIR also includes an analysis of consistency with applicable land use plans, policy, or regulations (Impact 4.5-2). As noted in the analysis, the proposed project is a small part of a larger master planned area (the FPASP) and would implement several Blueprint growth principles, including bicycle and pedestrian connections. The Transit Corridor mentioned in the analysis is required by the FPASP and funded through the adopted Folsom Plan Area Specific Plan Public Facilities Financing Plan. Therefore, the assumption that the project would eventually connect to the anticipated transit and amenities of the greater master planned area is appropriate. The commenter should note that the Blueprint policies will continue to be considered by the City as each application for development within the FPASP is processed.

**Response to Comment 7-3**

Please refer to Response to Comment 7-2. The project site is currently designated for executive housing. The commercial designation is proposed to be removed due to constraints related to topography and access. Because of the on-site constraints and the benefit of a master planned area such as the FPASP, it is reasonable for the proposed project evaluation to consider the site constraints and surrounding planned land uses. When viewed in the context of the larger FPASP, the project site land use constraints have been balanced by the remaining areas of the FPASP as would be expected from a master planned community. For example, the nearest planned commercial sites are immediately adjacent to the north, between the proposed project

and US 50 along Placerville Road, as well as immediately adjacent to the northeastern project boundary along the future Empire Ranch Road. In addition, areas immediately across Placerville Road northwest of the project are planned for commercial uses. Furthermore, commercial/retail uses currently exist approximately 0.25 miles north of the project site across US 50.

In addition, the proposed project includes more bike and pedestrian trails (including open space trails) than are currently required in the FPASP. The proposed trails provide connectivity and consistency with the City's Bikeway Master Plan, which would encourage VMT-reducing activities at the project. In addition, because the proposed project is the first development application to be processed within the FPASP, the proposed trail system would set a precedence within the FPASP for inclusion of similar bike and pedestrian facilities and connections to future adjacent projects and buildout of the Town Center portion of the FPA, which would support overall community connection to an amenity core. Please also refer to the Air Quality and Climate Change Chapter of the Draft EIR regarding a reduction in GHG emissions from mobile sources primarily due to a reduction in VMT associated with the proposed project compared to the on-site allowed uses.

#### **Response to Comment 7-4**

The comment does not provide sufficient specific details regarding the commenter's disagreement with the analysis included in the Draft EIR to provide a more specific response. Nor does the commenter provide any support for the assertion that the FPASP will not be built as planned or at all. As noted in the Draft EIR, the project is generally consistent with the SACOG Blueprint Project. The Blueprint is an advisory document and provides policy guidance for jurisdictions throughout the Sacramento region. However, SACOG does not have land use authority and, therefore, would not have jurisdiction over the project. The City of Folsom, as lead agency, has determined that the proposed project would be generally consistent with the Blueprint goals and concludes that the proposed project would have a less-than-significant impact related to consistency with applicable land use plans, policies, or regulations. Moreover, the FPASP does not contemplate a homogenous development across the entire plan area, and it would be unreasonable to expect that every individual development application proposed within the FPASP should meet all of the Blueprint's goals and objectives on its own. The EIR/EIS certified for the FPASP did determine that the plan as a whole met the Blueprint's goals and objectives.

#### **Response to Comment 7-5**

The comment implies that policy conflicts would result from the proposed project and suggests a mitigation measure to limit development to 40 percent until such time that the City has approved improvement plans for high density residential and commercial/retail projects elsewhere within the FPASP. As noted on page 3-33 of the Draft EIR, the proposed project includes the approval of an Affordable Housing Plan and Affordable Housing Agreement as an entitlement, pursuant to Folsom Municipal Code section 17.104.100(c). Thus, the project would be contributing to high density affordable housing within the City as allowed under City code. Regarding the suggested mitigation measure related to phasing, the City does not currently have a standard policy of requiring a restriction on timing of development, and such mitigation will not be economically

feasible for the developer to implement due to requirements for upfront costs for backbone infrastructure that will serve the entire Folsom Plan Area (See Attachment 4, EPS Memorandum to Scott Johnson, City of Folsom Planning Manager). Moreover, as responded to above, the City disagrees with the commenter's opinion that the project is inconsistent with any plans or policies and thus, does not require further mitigation. However, the suggested measure will be forwarded to the City decision-making body for their consideration.

### **Response to Comment 7-6**

The commenter refers to their comments provided on the NOP for the proposed project relating to growth inducement. The NOP comment compares the Russell Ranch project to the Southeast Connector project. The Connector project includes expansion/improvement of roadways providing a connection from Folsom to Elk Grove and points between within Sacramento County. Under CEQA, the expansion of infrastructure in support of or elimination of obstacles to growth would be considered potentially growth inducing. However, the proposed project is not comparable to the Connector project because the proposed project would not oversize infrastructure to accommodate any growth planned or unplanned beyond the Folsom Plan Area.

The proposed project is part of an area that is already planned for development. In addition, the proposed project would result in 244 fewer residential units and removal of the potential for 380,061 square feet of General Commercial uses as compared to what has been previously anticipated and analyzed for the site per the currently approved FPASP land uses. Therefore, the proposed project would result in *less* growth than previously planned for the project site. Moreover, the on-site and off-site infrastructure proposed for project would be consistent with the adopted utilities master plans for the FPASP. Thus, the proposed infrastructure is not being oversized to accommodate any growth beyond the Folsom Plan Area. Because the project infrastructure sizing is consistent with the FPASP and the proposed project includes fewer residential and commercial uses than were previously anticipated and analyzed by the City, the proposed project would not cause any growth-inducing impacts beyond those previously addressed in the FPASP EIR/EIS. Finally, the FPASP EIR/EIS considered the growth-inducing impacts of the proposed buildout under the FPASP and those impacts were disclosed at pages 4-65 through 4-74 of the FPASP Draft EIR/EIS. As this project is consistent with and in fact, less intense than previously analyzed in the FPASP, no further analysis of growth inducement is necessary or required for this project.

### **Response to Comment 7-7**

As noted above in Response to Comment 7-6 and in Section 5.2 of the Statutorily Required Sections Chapter of the Draft EIR, the proposed project would not induce growth outside of the development within the FPASP already identified and analyzed in the FPASP EIR/EIS. It should be noted that areas south of White Rock Road are outside of the County's Urban Service Boundary.

### **Response to Comment 7-8**

As noted in Response to Comment 7-6 above, the FPASP infrastructure is not being oversized to accommodate any growth beyond the Folsom Plan Area. Folsom's General Plan does not include an expansion south of White Rock Road.

### **Response to Comment 7-9**

Refer to Response to Comment 7-6. As noted in Response to Comment 7-6, the proposed project is not comparable to the Connector project. A growth inducement analysis specific to the proposed project was included in Chapter 5, Section 5.2, of the Draft EIR. The proposed project was determined to not result in any new growth-inducing impacts beyond those already anticipated in the FPASP EIR/EIS.

### **Response to Comment 7-10**

As noted above and in Chapter 5, Section 5.2, of the Draft EIR, the proposed project would not result in any new growth-inducing impacts beyond those already anticipated in the FPASP EIR/EIS. Therefore, additional mitigation measures beyond those required by the MMRP adopted for the FPASP and carried forward in the Russell Ranch EIR would not be warranted. Please refer to Chapter 4, Mitigation Monitoring and Reporting Program, of this Final EIR for a comprehensive list of applicable mitigation measure for the proposed project.

### **Response to Comment 7-11**

According to the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database, only three occurrences of Ferruginous hawk have been recorded in all of Sacramento and El Dorado Counties. The nearest recorded occurrence of Ferruginous hawk (from 1991) is approximately 12.8 miles southwest of the proposed project site. The only other two occurrences were in 2003 and are over 23 miles southwest the project site. Therefore, the biological consultants did not identify the species as potentially occurring on the project site. It should be noted however, that the Draft EIR includes Mitigation Measure 4.3-8(a), which addresses the potential for nesting raptors to be present on the project site. Ferruginous hawk is a raptor species, which would be covered by this mitigation measure in the unlikely event that any should be nesting on the project site prior to construction. Because Ferruginous hawk nest in trees, and only one tree would be removed as a result of the proposed project, the potential for the project to adversely affect nesting Ferruginous hawk (or other tree nesters) is very limited.

In addition, while Ferruginous hawk foraging habitat is not afforded special protection by the State, project-specific Swainson's hawk foraging mitigation (Mitigation Measure 4.3-5[b]) would secure a 1:1 habitat value replacement ratio (or other agreed upon ratio) of grassland habitat that would also provide Ferruginous hawk foraging habitat. Therefore, even though Ferruginous hawk were determined not to occur on the project site, other mitigation measures would ensure a less-than-significant impact to the species in the unlikely event that they are present prior to construction.

### **Response to Comment 7-12**

As noted, tri-colored blackbirds are known to forage in grassland habitat. While suitable tri-colored blackbird foraging habitat will be permanently impacted within the Russell Ranch project area, extensive grassland habitat occurs in surrounding areas and in the vicinity of the project, and is available to foraging tri-colored blackbirds. In addition, project-specific Swainson's hawk foraging mitigation will secure a 1:1 habitat value replacement ratio (or other agreed upon ratio) of grassland habitat that would provide tri-colored blackbird foraging habitat, thereby fully mitigating the loss of grassland habitat available to this species. Therefore, impacts to tri-colored blackbirds as a result of the Russell Ranch project development would be less than significant with mitigation as identified in Impact 4.3-7 of the Draft EIR. Tri-colored blackbird nesting colonies was also addressed in the FPASP EIR/EIS under Impact 3A.3-2, which concluded that the impact would be less than significant with implementation of Mitigation Measure 3A.3-2c.

### **Response to Comment 7-13**

All compensatory wetland mitigation would be completed by purchasing off-site wetland credits within an USACE approved mitigation bank. Mitigation banks are enabled and approved through a separate permitting/approval process that accounts for and mitigates wetland impacts prior to the sale of wetland credits. Therefore, impacts associated with wetland creation or restoration would not occur.

### **Response to Comment 7-14**

Open space areas within the Russell Ranch preserve and the overall FPASP area have been designed to provide wildlife corridors that would connect wildlife habitats with existing natural resources. As such, open space within Russell Ranch directly connects to open space in adjacent properties which, in turn, directly connects to open space corridors throughout the FPASP, including natural open space corridors along Alder Creek and other drainage features.

### **Response to Comment 7-15**

As provided in the Water Forum Agreement and analyzed in the Water Forum EIR, the City will meet its diversion in "dry" and "extremely dry" conditions through conservation measures applied City-wide and entering into agreements with other purveyors that have access to both surface water and groundwater for an equivalent exchange of the amount of reductions needed by the City as outlined in the Water Forum Agreement. (See Water Forum Draft EIR, pp. 3-9--3-14; Water Forum Agreement, pp. 49-58, 175-184.) The impacts on groundwater conditions due to implementing the Water Forum Agreement, including groundwater pumping for the "conjunctive use" mix of surface and groundwater supplies contemplated under the Water Forum Agreement, were extensively analyzed in the Water Forum EIR, which analysis is incorporated by reference herein. (Water Forum EIR, pp. 4.2-1—4.2-21, 6-4—6-5.) That analysis concluded that Water Forum Agreement project-specific and cumulative impacts relating to groundwater quality and well efficiency would be less than significant.

Contrary to the commenter's assertion that the City has not analyzed the implications of maximizing conservation efforts in dry and extremely dry conditions, the City has considered and analyzed in its most recent Urban Water Management Plan (adopted June 14, 2011) the effects of implementing conservation measures in increasingly stricter stages that are designed to reduce water use City-wide. (See Russell Ranch Draft EIR, pp. 4.7-1-4.7-2.)

Additionally, the region's fluctuating water availability and susceptibility to drought conditions has long been recognized by the City in its environmental reviews for this and other projects in the City. The FPASP EIR in 2011 contained an exhaustive analysis of the then-proposed plan for future water supplies to serve the project. The water supply analysis conservatively considered the regular occurrence of multiple, severe dry years such as are currently occurring. In November 2012, the City considered and adopted an addendum to the FPASP EIR that assessed the environmental impacts of changing the approved water supply for the FPASP to the Revised Proposed Off-Site Water Facility Alternative, which would use water obtained through the City's conservation activities and exchange of supplies with the City's East Area. The addendum concluded that water supplies under the Off-Site Water Facility Alternative would be more secure than the originally considered water supply plan, and landowners in the FPASP would continue to be subject to the previously adopted mitigation measures, which require submittal of proof of surface water supply availability and adequate water service infrastructure prior to approval of new development. (Addendum, pp. 3-18—3-19.) Thus, with these mitigation measures in place, it is reasonable to conclude that development in the FPA, including this project, would not outpace the City's available water supplies.

Furthermore, the Amended and Restated Tier 1 Development Agreement adopted in May 2014 addresses "Water Supply," in section 4.6, stating that nothing in the Restated Development Agreement "shall limit the City's ability to address water shortages on a citywide basis, including but not limited to cut backs, limitations on water use as provided in the Folsom Municipal Code or by City Council action and other steps to assure an adequate supply exists for all residents and businesses." (Amended and Restated Tier 1 DA, p. 43.)

Lastly, as required by the Water Conservation Act of 2009, the City has undertaken various water management measures to identify and capture "lost" or wasted water through the Water Systems Optimization Review (SOR) Program. This program has resulted in additional supply being made available to the FPASP through better conservation, without affecting the supplies that can be provided to existing users north of U.S. 50. (Draft EIR, pp. 4.7-2—4.7-3.) Therefore, the commenter's assertion that the City has failed to analyze or consider the effects of the City's efforts to improve conservation during dry and extremely dry years is simply incorrect.

In addition to the analysis covered in the Water Forum's EIR regarding groundwater impacts and management, the Sacramento Groundwater Authority (SGA) was formed for the purpose of managing the groundwater basin underlying Sacramento County north of the American River. SGA draws its authority from a joint powers agreement (JPA) between the cities of Citrus Heights, Folsom, and Sacramento and the County of Sacramento to exercise their police power to protect the underlying groundwater basin. As one of the seven elements of the Water Forum Agreement, groundwater management provides a framework for protecting and using groundwater in a sustainable manner.



Additional SGA goals include:

- adopting and implementing a groundwater management plan to guide activities that will ensure a reliable future water supply
- supporting and implementing the Water Forum objectives of preserving American River environmental values and providing water supply reliability to support the Sacramento region's economic health
- maintaining and protecting the North Area Groundwater Basin's long-term sustainable yield and quality
- promoting wet-year banking so that the basin can sustain users during dry periods
- coordinating with central and south county groundwater management efforts

As a JPA formed by local public agencies that provide water service, SGA is authorized to prepare and implement a groundwater management plan (GMP) by California Water Code Section 10753 (a). In its 2014 GMP, SGA evaluated the effectiveness of the authority's basin management objectives in meeting its goal of providing reliable and sustainable groundwater resources for the existing and future needs of the region. Through past and ongoing efforts of SGA and the local area water suppliers, SGA believes that this goal is currently being met.

The documents referenced herein, including the Water Forum Agreement, its EIR, and other references in this Russell Ranch Final EIR are attached hereto and/or available for review at the City of Folsom.

#### **Response to Comment 7-16**

On December 11, 2012, the Folsom City Council adopted Resolution No. 9096 – A Resolution Approving and Certifying an Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan Project for Purposes of Analyzing an Alternative Water Supply for the Project. That document was considered and approved in compliance with CEQA Guidelines section 15164 and was never challenged. Therefore, it is presumed under the law to be adequate.

#### **Response to Comment 7-17**

The City of Folsom has a sub-contract with the Sacramento County Water Agency (SCWA) for 7,000 acre-feet annually (afa) of Central Valley Project (CVP) Water, also known as the Fazio Water Supply. The City clarifies that the conserved water discussed in Section 2.2.2 “Exchange of City Water Supplies” in the Addendum referenced in item 16 above will be used to serve the Folsom Plan Area Specific Plan Project. The City's East Area will be served by a portion of the CVP Fazio Water Supply to meet proposed build-out demands of 5,487 afa, which is less than the contract amount of 7,000 afa.

#### **Response to Comment 7-18**

See Response to Comment 7-15.

### **Response to Comment 7-19**

See Response to Comment 7-15. Additionally, existing Pre-1914 water rights contracts between the City and the United States Department of Interior – Bureau of Reclamation, states that Reclamation shall deliver to the City the amount of water requested by the City up to the contract amount, which total 27,000 acre-feet annually.

### **Response to Comment 7-20**

Reclamation is currently working with direct diverters from Folsom Reservoir to develop a contingency plan to deliver raw water from Folsom Reservoir in an event that the intake is exposed. These plans are approximately 90 percent complete and will be installed by Reclamation under certain Folsom Reservoir water storage conditions. The City is also working with local water purveyors to develop and/or enhance existing interties to move treated water into the City's water distribution system. Currently, the City has an existing intertie with San Juan Water District that can provide up to 3,000 acre-feet per year. The City has approved engineering plans and specifications for an intertie with El Dorado Irrigation District for up to 3,000 acre-feet per year. The Regional Water Authority applied for, and received, approximately \$9.7 million in grant funds from the Department of Water Resources 2014 Integrated Regional Water Management Drought Grant Program. As part of this grant program, the City of Folsom included a project to construct an intertie with Golden State Water Company for up to 3,000 acre-feet per year. This project is in the preliminary design phase and could be constructed by the fall of 2015. Combined, these three intertie projects can provide up to 9,000 acre-feet of water per year. In addition to these projects, the City continues to seek alternative water supply sources that are not dependent on water storage levels in Folsom Reservoir.

### **Response to Comment 7-21**

2014 showed that the City's water customers responded to a mandatory 20 percent water use reduction by conserving 21 percent compared to 2013, which included metered water rates for all customers. For dry year scenarios, the City will meet diversion in through conservation measures applied City-wide and entering into agreements with other purveyors that have access to both surface water and groundwater for an equivalent exchange of the amount of reductions needed by the City as outlined in the Water Forum Agreement. See, further, Response to Comment 7-15.

### **Response to Comment 7-22**

In "dry" years, the City will meet its obligations under the Water Forum Agreement by decreasing the amount of surface water it diverts and uses, imposing additional conservation levels, and entering into agreements with other purveyors that have access to both surface and groundwater for an equivalent exchange of the amount of reduction in surface water diversion needed by the City. The City is currently engaged in all of the foregoing processes outlined in the Water Forum Agreement. See also Response to Comment 7-15.

### **Response to Comment 7-23**

The Russell Ranch Project utilizes an existing water supply that was identified in the Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan Project for Purposes of Analyzing an Alternative Water Supply for the Project. The City's 2010 Urban Water Management Plan also comprehensively addresses the City's water supply, taking into account the possibility of dry and multi-dry years, such as the current circumstances. The UWMP concluded that the City has sufficient supplies available to serve planned growth. (Draft EIR, pp. 4.7-45 - 4.7-47.) The Draft EIR need only analyze the project's potential impacts related to water supply. The project is consistent with the previously adopted land use plan covering the larger area in which it lies, the FPASP, and most notably, would use less water than previously assumed due to the reduction in proposed units for the project area. (*Ibid.*) However, the evaluation of the City's back-up water supply and the City's water supply reliability are city-wide policy issues to be addressed on a city-wide basis and not at an individual project-by-project basis. City staff will continue to address this issue, especially in the next required update to the UWMP.

### **Response to Comment 7-24**

The City's surface water supply used to serve the Folsom Service Area – West, Folsom Service Area – East, the Nimbus Service Area, and the Folsom Plan Area is derived from many different water rights. One water right is groundwater from the Groundwater Extraction and Treatment (GET A/B) supplies under the pending Agreement with Aerojet. Surface water supply for the Ashland Service Area is obtained through a contract with the San Juan Water District, and therefore is not a directly owned City supply. The surface water supplies for Folsom's Water Service Area are listed below.

1. A pre-1914 appropriative water right for 22,000 acre-feet per year
2. A pre-1914 appropriative water right for 5,000 acre-feet per year
3. A Central Valley Project (CVP) contract entitlement for 7,000 acre-feet per year
4. Contract rights with San Juan Water District

The City provides monthly water use reports to the United States Bureau of Reclamation accounting for the water supplies used by contract. As required by the State Water Resources Control Board (SWRCB), the City submits "Statements of Diversion and Use" for the City's pre-1914 water rights contracts. The submittal to the SWRCB occurs every three years.

Pursuant to terms of the 2007 Aerojet Agreement between the City and Aerojet, the City acquired rights to treated groundwater produced by Aerojet's Groundwater Extraction and Treatment Facilities A and B (GET A and GET B). The GET A facility consists of extraction wells and a treatment facility. It is currently undergoing modification to increase extraction.

Upon completion of those modifications, the facility's 17 wells will produce treated water of approximately 537 gallons per minute (GPM). The GET B Facility, also currently consisting of extraction wells and a treatment facility, is undergoing modification to increase extraction and treatment. Upon completion of modifications, the GET B Facility will be extracting

approximately 2,077 GPM, of which approximately 1,477 GPM will be made available to the City.

The modifications of the GET facilities are being undertaken pursuant to the Partial Consent Decree which Aerojet entered with the United States Environmental Protection Agency and state agencies. Operationally, these GET facilities will pump at the indicated rates on a year-round basis. Therefore, when combined, these facilities will provide the City with an additional water supply of approximately 3,250 acre-feet per year. Water derived from the GET facilities will be used to meet industrial demands within the Aerojet Industrial Property (projected to average 2,731 acre-feet per year) as well as other potential non-potable demands throughout the City. The table below shows where the water supplies can be used within the City of Folsom.

<i>City of Folsom Surface Water Supplies</i>			
<b>Water Right</b>	<b>Supply Volume</b>	<b>Point of Delivery</b>	<b>Area Served</b>
Pre-1914	22,000 AF	Folsom Reservoir and Folsom South Canal	City of Folsom and Surrounding Regions <sup>1</sup>
Pre-1914	5,000 AF	Folsom Reservoir and Folsom South Canal	City of Folsom and Surrounding Regions <sup>1</sup>
CVP Project Supply	7,000 AF	Folsom Reservoir	Folsom East Area <sup>2</sup>
Pre-1914 and CVP Supply	1,540 AF	Folsom Reservoir	Ashland Area <sup>3</sup>

**Response to Comment 7-25**

The City includes annual leak and loss detection in its annual Operating and Maintenance budget to focus on areas within the City known to have higher leakage rates. Every two to four years, the City, through a contract with a consulting team, will conduct a comprehensive City-wide leak and loss detection survey to cover the City’s water transmission and distribution system. This is an ongoing program, regardless of the City’s action on the proposed project.

**Response to Comment 7-26**

The proposed project would be supplied by the City of Folsom with water allocations already received by the City. The proposed project would not require additional supply as compared to historical use by the City and in fact the project proposes fewer units and therefore lower demand for water supply to the project area than previously assumed in the EIR/EIS and Addendum covering water supply for the FPASP. Therefore, the proposed project’s cumulative contribution related to conjunctive use balance is not warranted. For further information on regional water supply issues, including groundwater balance, see, further, Response to Comment 7-15.

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<sup>1</sup> A portion of the conserved water will come from these water supplies to serve the Russell Ranch Project.  
<sup>2</sup> By Contract, this water can only be used in the City’s East Area and at this time cannot be used outside of the East Area.  
<sup>3</sup> These water rights are owned by San Juan Water District and, by Contract, can only be used to serve the Ashland area within the City water service area.

**Response to Comment 7-27**

See Response to Comment 7-15 and 7-23.

**Response to Comment 7-28**

The City included in its 2010 Urban Water Management Plan the necessary requirements to meeting water shortages in “dry” and “critically-dry” years. These necessary actions are also included and consistent with the City’s Purveyor Specific Agreement of the Water Forum Agreement. In addition to these documents, City Staff presented to City Council in March, June, November 2012, various alternatives of using conserved water. One of these alternatives was to use the conserved water within the City’s service area. On December 11, 2012, the Folsom City Council adopted Resolution No. 9096 – A Resolution Approving and Certifying an Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan Project for Purposes of Analyzing an Alternative Water Supply for the Project.

Letter 8



MIWOK United Auburn Indian Community  
MAIDU of the Auburn Rancheria

Gene Whitehouse  
Chairman

John L. Williams  
Vice Chairman

Danny Rey  
Secretary

Brenda Adams  
Treasurer

Calvin Moman  
Council Member

January 27, 2015

Scott Johnson  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Subject: Notice of Completion and Availability of Draft EIR - Russell Ranch Project Draft EIR

Dear Scott Johnson,

8-1

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction.

We would like to receive copies of any archaeological reports that are completed for the project in order to ascertain whether or not the project could affect cultural resources that may be of importance to the UAIC. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes. Finally, please contact us if you know of any Native American cultural resources within your project area or if you discover any.

Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or email at [mguerrero@auburnrancheria.com](mailto:mguerrero@auburnrancheria.com) if you have any questions.

Sincerely,

Gene Whitehouse,  
Chairman

CC: Marcos Guerrero, CRM

Tribal Office 10720 Indian Hill Road Auburn, CA 95603 (530) 883-2390 FAX (530) 883-2380

**LETTER 8: GENE WHITEHOUSE, CHAIRMAN**

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**Response to Comment 8-1**

Archaeological and environmental analyses of cultural resources can be found in Chapter 4.4, Cultural Resources, of the Draft EIR. The comment does not address the adequacy of the Draft EIR, but will be noted and communicated to City staff and the appropriate agencies.

Letter 9

**From:** [jesales@surewest.net](mailto:jesales@surewest.net) [<mailto:jesales@surewest.net>]  
**Sent:** Monday, February 02, 2015 10:22 PM  
**To:** Scott Johnson  
**Subject:** Response to Draft Environmental Impact Report Russell Ranch Project (Ecological Light Pollution)

TO: Scott Johnson, Planning Manager, City of Folsom CA

Comments regarding Ecological Light Pollution and preservation of the night sky.

In regards to the statement "Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State."

and

"The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation Bank)."

as well as

"A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment"...

While these statements are in regards to water it is well know that biological resources are adversely impacted by Light at Night ie. Light Pollution and Light Trespass into habitat.

Dark nighttime skies and a dark nocturnal environments are a resource and a component of habitat.

Wikipedia "Ecological light pollution is the effect of artificial light on individual organisms and on the structure of ecosystems as a whole."

The phrase Ecological Light Pollution was coined by Catherine Rich and Travis Longcore of The Urban Wildlands Group.

The following provide the core of references regarding the issue.

Ecological Consequences of Artificial Night Lighting, Travis Longcore and Catherine Rich Island Press. ISBN 1-55963-128-7.

Ecological light pollution, Travis Longcore and Catherine Rich The Ecological Society of America 2004; 2(4): 191-198

<http://www.urbanwildlands.org/Resources/LongcoreRich2004.pdf>

LIGHTS OUT! FOR NATURE, Travis Longcore and Catherine Rich The Urban Wildlands Group, USA

<http://www.urbanwildlands.org/Resources/2007LongcoreRichStarLight.pdf>

Additional resources, publications and research have become available it the 13 years since the first Ecological Consequences of Artificial Night Lighting - Conference in 2002.

Examples of lights increasing nocturnal predation are numerous, as pointed out by Longcore and Rich and many others.

Increase in nocturnal predation can be wide spread as a result of crepuscular light levels created just one unshielded light.

9-1



↑  
Illuminance values of 0.01 footcandles (0.1 lux) has been show to disrupt migration of out migrating salmon and increase predation even lower levels have similar consequences to other aquatic and terrestrial animals.

In *The Dark Side of Light: A Transdisciplinary Research Agenda for Light Pollution Policy*, Franz Hölker, Timothy Moss et al 2010 the authors noted "Light pollution is now a widely accepted term for adverse effects of artificial light on nature and humans (Longcore and Rich 2004, Navara and Nelson 2007). Nearly all living organisms, including human beings, have evolved under a natural rhythm of day and night. Interestingly, around 30% of all vertebrates and more than 60% of all invertebrates world-wide are nocturnal (Hölker et al. 2010)."

and  
"The artificial disturbance of the natural day/night cycle may, as a result, have serious psycho-physiological and even medical consequences for humans, along with ecological and evolutionary implications for animals, plants, and even entire terrestrial, freshwater, and marine ecosystems (Rich and Longcore 2006, Navara and Nelson 2007). Light pollution is most probably an important but underestimated driver behind the erosion of provisioning, e.g., loss of light-sensitive species and genotypes; regulating, e.g., decline of nocturnal pollinators such as moths and bats; and cultural ecosystem services, e.g., loss of aesthetic values such as the visibility of the Milky Way (Rich and Longcore 2006, Carpenter et al. 2009, Smith 2009)."

Some references-

Cloud Coverage Acts as an Amplifier for Ecological Light Pollution in Urban Ecosystems

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3047560/>

Urban light pollution alters the diel vertical migration of *Daphnia*

[http://academics.wellesley.edu/Biology/Faculty/Mmoore/Content/Moore\\_2000.pdf](http://academics.wellesley.edu/Biology/Faculty/Mmoore/Content/Moore_2000.pdf)

The Dark Side of Night Lighting

<http://www.urbanwildlands.org/Resources/ECANLScience.pdf>

We're constantly bathed in artificial light - Is it wreaking havoc on our health?

<http://www.sott.net/article/278182-We-re-constantly-bathed-in-artificial-light-Is-it-wreaking-havoc-on-our-health>

9-2

The nighttime sky is an important aspect of the environment and our heritage, this document should preserve and protect that nighttime environment.

From this brief review it is obvious that -

That preservation of our nocturnal environments is essential.

Light at night, like sound and air pollution has consequences far beyond the project site.

It should be the goal of this document regarding outdoor lighting to, minimize light trespass, reduce sky-glow and reduce impact nocturnal environments.

9-3

Light at night is "wreaking-havoc-on-our-health" then it is wreaking havoc with the health of animals and the environment.

To that end here are some points that should be addressed.

9-4

This project should have a maximum illuminance value no greater than 0.01 horizontal and vertical footcandles (0.1 horizontal and vertical lux) at the project boundary and beyond.

Light levels must be maintained at minimal levels and use of Adaptive Lighting Systems are essential.

Landscaping can easily change and should not be used to reduce long-range impacts of outdoor lighting.

Lamp technology is an important part of this issue and correlated color temperature (CCT) is of increased importance with LED light sources. A requirement of a CCT of  $\leq 3000\text{K}$  or preferably  $2800\text{K}$  should be required for all lighting.

The requirement for Shielding and Fully Shielded fixtures is essential.

Regards

Jack Sales  
IDA California, International Dark-Sky Association California Chapter,  
5978 Woodbriar Way  
Citrus Heights, California 95621

**From:** [jesales@surewest.net](mailto:jesales@surewest.net) [mailto:[jesales@surewest.net](mailto:jesales@surewest.net)]  
**Sent:** Monday, February 02, 2015 5:10 PM  
**To:** Scott Johnson  
**Subject:** Response to Draft Environmental Impact Report Russell Ranch Project

TO: Scott Johnson, Planning Manager, City of Folsom CA

- 9-5
- General Comments  
My comments are in regards to indoor lighting and outdoor lighting.  
The following are comments to wording used in a number of places.
- "fully shielded" ----
- Fully shielded remains a valid term, for most fixtures the lighting industry has moved to the BUG rating.
- See - [http://www.aal.net/content/resources/files/BUG\\_rating.pdf](http://www.aal.net/content/resources/files/BUG_rating.pdf)
- Therefore all lighting fixtures should have a BUG rating of UH=0 UL=0 G=0  
In addition LEED v4 is more restrictive and sophisticated regarding outdoor lighting and now requires BUG rating.  
<http://www.usgbc.org/credits/ss8>  
Because not all fixtures have BUG rating this issue can be addressed by requiring all fixtures have the IDA  
Fixture Seal of Approval.  
See - <http://www.darksky.org/outdoorlighting/72-fsa>
- 9-6
- "energy efficient" ----
- While many designers continue to specify High-pressure sodium (HPS) and Metal Halide (MH) lamps, the lighting world has dramatically changed to Solid State Lighting (SSL) or LED.
- The use of LED lighting indoors and outdoors requires consideration of correlated color temperature (CCT) to address blue light issues.  
As noted by IDA, "The case against blue light is well founded with regard to discomfort glare, circadian rhythm disruption, light scattering, sky glow, and biological system disruption in wildlife."
- As with the latest requirements of the Fixture Seal of Approval all SSL/LED lighting should be restricted to a CCT of 3000K and lower.
- A requirement of a CCT of 3000K or preferably 2800K should be required for all indoor and outdoor lighting.
- 9-7
- References regarding blue-rich white light sources >3000K  
IDA's white paper on hazards of blue-rich white light sources  
<http://www.darksky.org/assets/documents/Reports/IDA-Blue-Rich-Light-White-Paper.pdf>  
IDA's Fixture Seal of Approval requirements <http://www.darksky.org/outdoorlighting/72-fsa>  
Volume 3: Issue 1: Achievements in High Brightness White LEDs  
<http://www.darksky.org/assets/documents/LED-SB-v3i1.pdf>

- 1 December 2014: IDA Issues New Standards on Blue Light at Night <http://www.darksky.org/outdoorlighting/431>  
5 October 2009: Blue Light Threatens Animals and Humans [http://www.darksky.org/assets/documents/PR/2009/PR\\_Blue\\_White\\_Light.pdf](http://www.darksky.org/assets/documents/PR/2009/PR_Blue_White_Light.pdf)  
Blue light has a dark side <http://www.health.harvard.edu/staying-healthy/blue-light-has-a-dark-side>  
Color Light & Circadian Rhythm <http://www.deborahburnett.com/TopicColorLight.php>  
Circadian and Melatonin Disruption by Exposure to Light at Night Drives Intrinsic Resistance to Tamoxifen Therapy in Breast Cancer  
<http://www.sciencedaily.com/releases/2014/07/140725080408.htm>  
<http://tulane.edu/som/departments/scb/CCBG/hot-topics.cfm>  
<http://www.ncbi.nlm.nih.gov/pubmed/25062775>  
<http://today.uconn.edu/blog/2012/06/ama-health-implications-of-light-at-night-serious/>  
Exposure to Dim Light at Night May Make Breast Cancers Resistant to Chemotherapy (American Association for Cancer Research)  
<http://www.aacr.org/Newsroom/Pages/News-Release-Detail.aspx?ItemID=608#.VNAYQfm8oy9>  
Tulane study: Total darkness during the night is a key to success of breast cancer therapy  
[http://tulane.edu/news/releases/pr\\_072514.cfm](http://tulane.edu/news/releases/pr_072514.cfm)
- 9-8
- "automatic controls" ----
- Automatic controls should include Adaptive Lighting System like those pioneered by the California Lighting Technology Center UCD. These technologies include Bi-level luminaires, network controlled LED lighting, dimmable LED sources, motion sensors, and wireless controls. See -  
<http://cltc.ucdavis.edu/publication-type/case-studies>  
<http://cltc.ucdavis.edu/research/advanced-controls>  
<http://cltc.ucdavis.edu/research/outdoor-lighting>
- 9-9
- Specifics ----
- Draft Environmental Impact Report VOLUME I
- Page 4.1-15
- Policy 10.38  
All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.
- Comment -  
While lighting fixtures should be fully shielded even fully shielded fixtures may require additional shielding to prevent impacts on natural environments such as Alder Creek. The lighting design should prevent light spill or light trespass on adjacent natural environments. In addition excessive lighting levels can create sky glow sufficient to create crepuscular light levels and during times of cloud cover levels can increase ten times that of a clear night.

- Draft Environmental Impact Report VOLUME III & APPENDICES I - J
- FPASP MITIGATION ANALYSIS Russell Ranch Project Page 3,4
- 3A.1-5: Establish and Require Conformance to Lighting Standards
- 9-10** "Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened"...
- Comment - change to  
"Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be shield"...
- Comment - Remove the following  
"when the source is visible from any off-site residential property or public roadway."
- 9-11** Comment on flood lighting -  
Flood lights should be allowed only for nighttime sporting activities and only when shielded such as Musco's SportsCluster Green and Light-Structure Green or Soft Series from Soft Lighting Systems.  
Flood lights should be prohibited for general area lighting applications.
- 9-12** "Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light."
- Comment -  
Remove the word "Consideration" and require all fixtures to be Fully Shielded.
- 9-13** Conclusion -  
Require all fixtures to be Fully Shielded, BUGUH=0 UL=0 G=0.  
Require all areas beyond the intended target to be protected from light trespass.  
Require all LED or SSL to have a CCT of >3000K or preferably 2800K

Regards

IDA California, International Dark-Sky Association California Chapter,  
Jack Sales  
5978 Woodbriar Way  
Citrus Heights, California 95621

**LETTER 9: JACK SALES, INTERNATIONAL DARK-SKY ASSOCIATION CALIFORNIA CHAPTER**

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**Response to Comment 9-1**

The commenter's concerns related to biological impacts from nighttime lighting are noted. However, in the context of CEQA analyses, potential lighting impacts would need to be specific and direct to a special-status species population for the impact to be considered significant. It should be noted that the project is not located in close proximity of the mitigation banks mentioned. The Draft EIR indicated that the mitigation banks serve the area where Russell Ranch is located, but that does not necessarily mean the mitigation banks are located on the project site. In fact, the nearest mitigation bank is over five miles away and not located on the project site. Furthermore, the project is located in an urban area already experiencing some level of night lighting given the proximity to existing freeways, roads, and residential development.

**Response to Comment 9-2**

Mitigation Measure 4.1-2 requires the preparation of a lighting plan, which would require all project lighting to be shielded or screened and prohibit the use of high intensity public lighting to minimize light trespass.

**Response to Comment 9-3**

Please refer to the Response to Comment 9-1.

**Response to Comment 9-4**

Please refer to the Response to Comment 9-2. The project will be required to adhere to current City standards related to project lighting. However, the commenter's suggestions related to lighting standards will be forwarded to the City decision-making body for their consideration.

**Response to Comment 9-5**

The comment provides information regarding the BUG rating for lighting fixtures, and the recommendation for requirement of all fixtures have the IDA Fixture Seal of Approval. The City of Folsom Municipal Code Chapter 14.08 does not require the BUG rating. The project will be required to adhere to current City standards related to project lighting. However, the information related to BUG ratings for lighting fixtures will be forwarded to the City decision-making body for their consideration.

**Response to Comment 9-6**

The comment provides information regarding the use of LED lighting. As noted above, the project will be required to adhere to current City standards related to project lighting. It should be noted that the Community Design Guidelines for the FPASP includes the preferred use of LED lighting and the Russell Ranch Planned Development Design Guidelines include the provision that LED lighting will be used as often as possible. Although not required by City

standards, the information related to LED correlated color temperature will be forwarded to the City decision-making body for their consideration.

#### **Response to Comment 9-7**

The comment provides reference information, but does not specifically address the adequacy of the Draft EIR.

#### **Response to Comment 9-8**

The comment provides reference information, but does not specifically address the adequacy of the Draft EIR.

#### **Response to Comment 9-9**

Please refer to the Response to Comment 9-1. In addition, as noted in Response to Comment 9-2, Mitigation Measure 4.1-2 requires the preparation of a lighting plan, which would require all project lighting to be shielded or screened and prohibit the use of high intensity public lighting to minimize light trespass. In addition, all lighting would be directed downward, which would help to minimize sky glow.

#### **Response to Comment 9-10**

The mitigation referred to in the comment are those required by the FPASP EIR/EIS. These measures are part of a document that has already completed the CEQA review process and was certified by the City. Therefore, adjustment to the language of those measures is not appropriate at this time.

#### **Response to Comment 9-11**

The comment does not specifically address the adequacy of the Draft EIR. However, the suggestions regarding flood lighting will be provided to the City decision-making body for their consideration. Please also refer to Response to Comment 9-10.

#### **Response to Comment 9-12**

Please refer to the Response to Comment 9-10.

#### **Response to Comment 9-13**

Please refer to the Response to Comments 9-2, 9-5, and 9-6.

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## 4. MITIGATION MONITORING AND REPORTING PROGRAM

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# 4

## MITIGATION MONITORING AND REPORTING PROGRAM

### INTRODUCTION

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Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Russell Ranch Project. The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

### COMPLIANCE CHECKLIST

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The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Russell Ranch Project prepared by the City of Folsom. This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR that was prepared for the proposed project.

The Russell Ranch Project EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA Guidelines, section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Folsom. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The City will be responsible for monitoring compliance.

During construction of the project, the City will assign an inspector(s) who will be responsible for field monitoring of mitigation measure compliance. The inspector(s) will report to the City Planning Department and will be thoroughly familiar with permit conditions and the MMRP.

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

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The following table indicates the mitigation measure number, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
<b>4.1 Aesthetics</b>				
4.1-1	<p><i>Prior to the approval of the grading plan, the issuance of a building permit, as well as during construction, the project contractor of all project phases shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans and building permits for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. The screen design shall be approved by the City's Community Development Department to reduce visual effects to the extent possible.</i></p>	Folsom Community Development Department	Noted on Grading Plans and Building Plans prior to approval with implementation during construction	
4.1-2	<p><i>Prior to the issuance of a building permit, the project applicant of all project phases shall submit a lighting plan for the project to the Folsom Community Development Department. The lighting plan shall</i></p> <ul style="list-style-type: none"> <li>• <i>shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</i></li> <li>• <i>place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</i></li> <li>• <i>for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash;</i></li> </ul>	Folsom Community Development Department	Prior to the issuance of a building permit	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<ul style="list-style-type: none"> <li>• use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and</li> <li>• design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> </ul> <p><i>The project applicant shall implement the approved lighting plan, subject to approval by the Community Development Department.</i></p>			
<b>4.2 Air Quality and Climate Change</b>				
3A.2-1a (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b> To reduce short-term construction emissions, the project applicant(s) for all project phases shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices (list below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by SMAQMD at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p style="text-align: center;"><b><i>Basic Construction Emission Control Practices</i></b></p> <ul style="list-style-type: none"> <li>• Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access</li> </ul>	Folsom Community Development Department  SMAQMD	Prior to the approval of grading plans and during construction for all phases	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>roads.</i></p> <ul style="list-style-type: none"> <li>• <i>Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</i></li> <li>• <i>Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</i></li> <li>• <i>Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</i></li> <li>• <i>All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</i></li> <li>• <i>Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</i></li> <li>• <i>Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</i></li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"> <li>• <i>Water exposed soil with adequate frequency for continued</i></li> </ul>			

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>moist soil. However, do not overwater to the extent that sediment flows off the site.</i></p> <ul style="list-style-type: none"> <li>• <i>Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</i></li> <li>• <i>Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.</i></li> <li>• <i>Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</i></li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></b></p> <ul style="list-style-type: none"> <li>• <i>Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</i></li> <li>• <i>Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.</i></li> <li>• <i>Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.</i></li> </ul> <p><b><i>Enhanced Exhaust Control Practices</i></b></p> <ul style="list-style-type: none"> <li>• <i>The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in</i></li> </ul>			

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NO<sub>x</sub> reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any</i></p>			

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.2-1b (FPASP EIR/EIS)	<p><i>one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</i></p> <ul style="list-style-type: none"> <li><i>If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. Such a determination must be supported by a project-level analysis and be approved by SMAQMD.</i></li> </ul> <p><b>Pay Off-Site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of On-Site Elements.</b> Implementation of the Proposed Project Alternative or the other four other action alternatives would result in construction-generated NO<sub>x</sub> emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the project applicant(s) shall pay</p>	Folsom Community Development Department  SMAQMD	Prior to the approval of grading plans	



<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO<sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project Alternative or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for all project phases shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO<sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO<sub>x</sub> emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO<sub>x</sub> plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</i></p> <p><i>Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from \$517,410 to \$824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is</i></p>			

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.2-1d (FPASP EIR/EIS)	<p><i>more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)</i></p> <p><b>Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off- site Elements located in Sacramento County.</b> The applicants responsible for the construction of each off-site element in Sacramento County shall require their contractors to implement SMAQMD's Basic Construction Emission Control Practices during construction. A list of SMAQMD's Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a.</p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD's Basic Construction Emission Control Practices or comparable feasible measures.</i></p>	SMAQMD	During construction of off-site elements	
3A.2-1f (FPASP EIR/EIS)	<p><b>Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.</b> Implement SMAQMD's Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO<sub>x</sub> emissions generated by construction of all off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).</p>	SMAQMD	During the construction of each off-site element	
3A.2-1g	<p><b>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions</b></p>	Folsom Community	Prior to the approval	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
(FPASP EIR/EIS)	<p><b>Generated by Construction of Off- site Elements.</b> <i>The off-site elements could result in construction-generated NO<sub>x</sub> emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a).</i></p> <p><i>Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NO<sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the other four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off- site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of respective grading plans by Sacramento County. The project applicant(s) responsible for each off-site element in Sacramento County shall pay into SMAQMD's off- site construction mitigation fund to further mitigate construction-generated emissions of NO<sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO<sub>x</sub> emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO<sub>x</sub> plus a 5% administrative fee (SMAQMD 2008c). The determination</i></p>	Development Department  SMAQMD  Sacramento County  Caltrans	of grading plans of all off-site elements	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.2-1h (FPASP EIR/EIS)	<p><i>of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site elements would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD's jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction-generated NOX emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</i></p> <p><b>Analyze and Disclose Projected PM<sub>10</sub> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</b> Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM<sub>10</sub> emissions pursuant to SMAQMD guidance</p>	SMAQMD  Sacramento County  Caltrans	Prior to the construction of each off-site element outside of the City of Folsom's jurisdictional boundaries	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM<sub>10</sub> emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a).</i></p> <p><i>SMAQMD emphasizes that PM<sub>10</sub> emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the project applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM<sub>10</sub> exhaust emission and fugitive PM<sub>10</sub> dust emissions in accordance with SMAQMD guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices included in Mitigation Measure 3A.2-1a. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</i></p>			

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</i>			
3A.2-2 (FPASP EIR/EIS)	<b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b> <i>To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</i>	Folsom Community Development Department	Prior to issuance of improvement plans, building permits, or other applicable trigger, depending on the applicable mitigation measure identified in Table 4.2-8	
4.2-3	<i>Prior to the commencement of any site-disturbing activities, the applicant shall demonstrate to the satisfaction of the SMAQMD that NOA does not exist on site. To demonstrate the applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where NOA is present in the soil and rock on the project site and/or areas that would be disturbed by the project, except for those areas previously explored and sampled for NOA as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youndahl Consulting Group, Inc. in December 2013. The site investigation shall</i>	SMAQMD  Folsom Community Development Department  City Engineer	Prior to the commencement of any site-disturbing activities	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>include the collection of three soil and rock samples per acre to be analyzed via the CARB 435 Method, or other acceptable method agreed upon by SMAQMD and the City of Folsom. If the investigation determines that NOA is not present on the project site, then the project applicant shall submit a Geologic Exemption to SMAQMD as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</i></p> <p><i>If the site investigation determines that NOA is present on the project site, or alternatively if the applicant elects to assume presence of trace NOA, then, prior to commencement of any ground disturbance activity, the project applicant shall submit to the SMAQMD for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal. The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</i></p> <p><i>If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or</i></p>			

<b>RUSSELL RANCH PROJECT</b>				
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	<i>rubber), subject to review and approval by the City Engineer.</i>			
<b>4.3 Biological Resources</b>				
4.3-1	<p><i>Prior to the initiation of construction activities, the applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (CDFW and USFWS) to determine if additional plant surveys are required. Written results of the consultation efforts shall be provided to the Folsom Community Development Department. If the regulatory agencies (CDFW and USFWS) determine additional plant surveys are required, the following shall be implemented:</i></p> <ul style="list-style-type: none"> <li>• <i>The project applicant shall retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species in all areas that have not previously been surveyed for special-status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to USFWS, CDFW and, the City of Folsom, and no further mitigation shall be required.</i></li> <li>• <i>If special-status plant populations are found, the project applicant shall consult with CDFW and USFWS, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</i></li> </ul>	<p>Folsom Community Development Department</p> <p>CDFW</p> <p>USFWS</p>	<p>Prior to the initiation of construction activities</p>	



<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<ul style="list-style-type: none"> <li>• <i>If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval. It shall be submitted concurrently to CDFW or USFWS, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</i></li> <li>• <i>If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</i></li> <li>• <i>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management,</i></li> </ul>			

<b>RUSSELL RANCH PROJECT</b>				
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	<i>conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.</i>			
4.3-3(a)	<p><i>Conduct Environmental Awareness Training for Construction Employees</i></p> <p><i>Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</i></p> <p><i>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</i></p>	Folsom Community Development Department	Prior to the initiation of construction activities	
4.3-3(b)	<p><i>Conduct Preconstruction Western Spadefoot Toad Survey</i></p> <p><i>The project applicant shall retain a qualified biologist to conduct a</i></p>	Folsom Community Development Department	Prior to the initiation of construction activities	

<b>RUSSELL RANCH PROJECT</b>				
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	<p><i>preconstruction survey for Western spadefoot toad within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no Western spadefoot toad 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 no further mitigation shall be required.</i></p> <p><i>If Western spadefoot toad individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidances measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.</i></p>	CDFW		
4.3-4	<p><i>The project applicant(s), shall retain a qualified biologist to conduct preconstruction survey for Western pond turtle within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</i></p>	Folsom Community Development Department  CDFW	Within 48 hours prior to the initiation of construction activities for each phase of development	
4.3-5(a)	<p><i>Swainson's Hawk Nesting Habitat</i></p> <p><i>To mitigate impacts on Swainson's hawk a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting</i></p>	Folsom Community Development Department  CDFW	Prior to approval of Grading or Improvement Plans and not less than 14 days or more than 30 days before the beginning of construction	

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4.3-5(b)	<p><i>Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</i></p> <p><i>If active nests are found, impacts on nesting Swainson's hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with 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 will be required if the activity has potential to adversely affect the nest.</i></p> <p><b>Swainson's Hawk Foraging Habitat</b></p> <p><i>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan, including but not limited to the requirements described below.</i></p> <p><i>Before the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the project applicant shall secure suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with CDFW and a qualified biologist.</i></p> <p><i>The 1:1 habitat value (or other agreed-upon ratio) shall be based on</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>Prior to approval of Grading and Improvement Plans, or before any ground-disturbing activities, whichever occurs first</p>	

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	<p><i>Swainson’s hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson’s Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks (Buteo swainsoni) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with CDFW, will determine the appropriateness of the mitigation land.</i></p> <p><i>The project applicant shall transfer said Swainson’s hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, CDFW, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</i></p> <p><i>After consultation with the City, The project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation</i></p>			

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	<p><i>easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.</i></p> <p><i>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</i></p>			
4.3-6(a)	<p><i>A qualified biologist shall be retained by the project applicant to conduct a preconstruction survey to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</i></p>	Folsom Community Development Department	No less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development	
4.3-6(b)	<p><i>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or</i></p>	Folsom Community Development Department  CDFW	Prior to ground disturbing activities if active owl burrows are found	

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	<i>dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</i>			
4.3-7	<p><i>A qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</i></p> <p><i>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</i></p>	Folsom Community Development Department  CDFW	Prior to the initiation of construction activities during the nesting season (March 1 – August 31) occurring within 500 feet of suitable nesting habitat	
4.3-8(a)	<p><i>Nesting Raptors</i></p> <p><i>To mitigate impacts on nesting raptors, a qualified biologist shall be retained to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development.</i></p> <p><i>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in</i></p>	Folsom Community Development Department  CDFW	No less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development	

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4.3-8(b)	<p><i>coordination with CDFW that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, 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 will be required if the activity has potential to adversely affect the nest.</i></p> <p><b>Other Nesting Special-Status and Migratory Birds</b></p> <p><i>A qualified biologist shall conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31).The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</i></p> <p><i>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>Prior to any construction activities that would occur between approximately March 1 and August 31</p>	
4.3-10	<p><i>The project applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>With 48 hours of the initiation of construction activity</p>	



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	<i>further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with CDFW to determine appropriate measures.</i>			
4.3-11(a)	<p><i>Clean Water Act Sections 401 and 404 Permits</i></p> <p><i>Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the project applicant shall secure all necessary permits obtained under Sections 401 and 404 of the CWA or the State’s Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The project applicant shall adhere to all conditions outlined in the permits. The project applicant shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.</i></p> <p><i>All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.</i></p>	<p>Folsom Community Development Department</p> <p>USACE</p> <p>Central Valley RWQCB</p>	<p>Prior to the approval of Grading and Improvement Plans and before any groundbreaking activity associated with each distinct project phase</p>	

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4.3-11(b)	<p><i>A water quality certification pursuant to Section 401 of the CWA is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the project applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</i></p> <p><i>Master Streambed Alteration Agreement</i></p> <p><i>The project applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the project applicant shall submit a Sub-notification Form (SNF) to CDFW 60 days prior to the commencement of construction to notify CDFW of the project.</i></p> <p><i>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the project applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction.</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>60 days prior to the commencement of construction</p>	
4.3-11(c)	<p><i>Valley Needlegrass</i></p> <p><i>The following measures shall be implemented to mitigate for losses of valley needlegrass grassland:</i></p>	<p>Folsom Community Development Department</p> <p>CDFW</p>	<p>Prior to any groundbreaking activities</p>	

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	<ul style="list-style-type: none"> <li>• <i>Prior to ground-breaking activities, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing should not be removed until completion of construction activities.</i></li> <li>• <i>All Valley needlegrass grassland areas slated for removal should be replaced at a 1:1 acreage on-site within the preserve areas.</i></li> <li>• <i>Needlegrass plants in areas slated for removal should be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then seedlings/saplings from a local nursery should be obtained.</i></li> <li>• <i>A mitigation plan outlining methods to be used, success criteria to be met, and adaptive management strategies will be completed prior to project construction. At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with CDFW. This plan may be combined with the Operations and Management Plan for the open space preserves.</i></li> </ul>			
<b>4.4 Cultural Resources</b>				
4.4-1	<i>Comply with the First Amended Programmatic Agreement and Carry Out Mitigation</i>	Folsom Community Development	Prior to authorization of any ground	

<b>RUSSELL RANCH PROJECT</b>				
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	<p><i>The FAPA provides a management framework for identifying historic properties and Historical Resources, determining adverse effects, and resolving those adverse effects with appropriate mitigation. Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plan (HPTP) (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site shall be provided to the City’s Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:</i></p> <ul style="list-style-type: none"> <li>• <i>Historic American Engineering Record Documentation of the Keefe-McDerby Mine Ditch (P-34-1475):</i> <ul style="list-style-type: none"> <li>▪ <i>In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the Historic American Engineering Record (HAER) program. Consultation with the NPS will be initiated through the submission of the Department of Parks and Recreation (DPR) site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented and all documentation will be approved by the USACE and NPS prior to ground-</i></li> </ul> </li> </ul>	Department USACE NPS	disturbing activities in any given segment of the project area	

<b>RUSSELL RANCH PROJECT</b>				
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	<p><i>disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the revised cultural context statement for the SPA through the Historic Property Management Plan. A non-archival set of the final documentation shall be submitted to the City's Community Development Department.</i></p> <ul style="list-style-type: none"> <li>• <i>Data Recovery Excavations of the Brooks Hotel Site (P-34-2166):</i> <ul style="list-style-type: none"> <li>▪ <i>Data recovery shall follow the standards and guidelines in the HPTP and shall include at least four one meter by one meter excavation units. The results of the data recovery, including results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City's Community Development Department.</i></li> </ul> </li> <li>• <i>Geoarchaeological Monitoring:</i> <ul style="list-style-type: none"> <li>▪ <i>Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately five feet) below soil formations known as the T-2 terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Once subsurface disturbance extends beyond 1.5 meters below surface, monitoring is no longer needed.</i></li> </ul> </li> </ul>			

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	<p><i>A confidential map showing the locations of required monitoring has been submitted to the City’s Community Development Department. The City shall apply a map condition that requires geoarchaeological monitoring in the T-2 formation and along the distal edge of tributary alluvial fans only. A copy of the monitoring report shall be submitted as proof of compliance to the City’s Community Development Department.</i></p> <p><i>In the event that future off-site improvements are required, which are not currently identified and are located outside of the boundaries of the FPASP area, then the City and applicant shall comply with the procedures for identification, evaluation, and treatment of Historical Resources under CEQA, as described in Section 4.4.3 of the Cultural Resources Impact Assessment, and with Mitigation Measure 3A.5-1b of the FPASP EIR/EIS.</i></p>			
4.4-2(a)	<p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p><i>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) shall complete the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Before the start of ground-disturbing activities, the project applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City’s Community Development Department in the form of a copy of training materials and the completed training</i></li> </ul>	<p>Folsom Community Development Department</p> <p>USACE</p>	<p>Prior to start of any ground-disturbing activities</p>	

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4.4-2(b)	<p style="text-align: center;"><i>attendance roster.</i></p> <ul style="list-style-type: none"> <li>• <i>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and would be subject to disturbance or destruction, the actions required by the FAPA and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</i></li> </ul> <p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p><i>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill</i></p>	<p>Sacramento County Coroner</p> <p>Native American Heritage Commission</p> <p>Folsom Community Development Department</p>	During construction if human remains are discovered	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</i></p> <p><i>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</i></p> <p><i>If the landowner does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</i></p>			
4.4-3	<p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p><i>Before the start of any earthmoving activities, the project applicant(s) shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper</i></p>	Folsom Community Development Department	Before the start of any earthmoving activities	



<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</i></p> <p><i>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with the affected oversight agency(ies).</i></p>			
<b>4.6 Noise</b>				
3A.11-1 (FPASP EIR/EIS)	<p><b>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> To reduce impacts associated with noise generated during project- related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary</p>	Folsom Community Development Department	During construction	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p>construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <li>• Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.</li> <li>• All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>• All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</li> <li>• All motorized construction equipment shall be shut down when not in use to prevent idling.</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).</li> <li>• Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li> <li>• Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for</li> </ul>			

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p>the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</p> <ul style="list-style-type: none"> <li>• To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).</li> <li>• When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> </ul> <p>The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</p>			
4.6-3(a)	<i>In conjunction with submittal of Improvement Plans for the development phase where noise barrier locations are recommended as illustrated in</i>	Folsom Community Development	In conjunction with submittal of	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>Figure 4.6-2, the applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along US 50, White Rock Road, and Empire Ranch Road. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. See Figure 4.6-2 and Figure 4.6-3 for the recommended noise barrier placement and required wall heights. Wall heights shown in the aforementioned figures are relative to building pad elevations. Noise barrier walls shall be constructed of concrete masonry units, earthen berms, other sound attenuation solution acceptable to the City, or any combination of these materials. Wood is not recommended due to eventual warping and degradation of acoustical performance. Abrupt transitions exceeding two feet in height shall be avoided. The Improvement Plans shall be subject to review and approval by the City Engineer.</i></p> <p><i>Alternatively, and at the applicant's discretion, the applicant may submit a site-specific acoustical analysis for a specific development phase where noise barrier locations are recommended in Figure 4.6-2, that is prepared by an acoustical consultant recognized by the City of Folsom to determine confirm whether sound attenuation is needed, taking into account site-specific conditions (e.g. site design, location of structures, building characteristics, building orientation, etc.) in accordance with adopted noise standards. If sound attenuation is determined necessary, the site-specific acoustical analysis shall identify measures to reduce noise impacts to meet the City's noise standards at these locations, including, but not limited to, constructing exterior sound walls, constructing barrier walls and/or berms with vegetation, or other alternative attenuation solution acceptable to the City, provided that the improvement plans are accompanied with the acoustical analysis that confirms whether any proposed alternative solution will meet the adopted City noise standard. The acoustical analysis shall also take into consideration sound attenuation mitigation that may be required of</i></p>	<p>Department  City Engineer</p>	<p>Improvement Plans for the development phase where noise barrier locations are recommended</p>	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
4.6-3(b)	<i>parcels adjacent to the noise barriers.</i>  <i>In conjunction with submittal of the Building Permit for the residential uses with direct exposure to US 50 traffic noise, the applicant shall provide detailed analysis of interior noise levels conducted by a qualified acoustical consultant recognized by the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve compliance with the City of Folsom 45 dB L<sub>dn</sub> interior noise level standard. The noise control measures may include, but are not limited to, installing windows with an STC rating of 35 to 38 for second floor facades and the use of resilient channels for walls parallel to US 50. The construction drawing for the residential uses with direct exposure to US 50 traffic noise shall denote any recommended noise control measures resulting from the analysis, subject to review and approval by the City Community Development Director.</i>	City of Folsom Community Development Director	In conjunction with submittal of the Building Permit for the residential uses with direct exposure to US 50 traffic noise	
4.6-3(c)	<i>In conjunction with submittal of Building Permits, the applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Director.</i>	City of Folsom Community Development Director	In conjunction with submittal of Building Permits	
4.6-5	<i>Implement Mitigation Measures 4.6-3(a) through 4.6-3(c).</i>	See above	See above	
<b>4.7 Public Services, Utilities, and Hydrology</b>				
4.7-1	<i>Prior to final subdivision map approval, the developer shall submit proof of compliance with Government Code Section 66473.7 (SB 221) to the City Community Development Department.</i>	Folsom Community Development Department	Prior to final subdivision map approval	
3A.18-1 (FPASP EIR/EIS)	<b>Submit Proof of Surface Water Supply Availability.</b>  a. <i>Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall</i>	Folsom Community Development	Prior to approval of final maps and	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</i></p> <p>b. <i>Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</i></p>	<p>Department</p> <p>Folsom Public Works Department</p>	<p>issuance of building permits for any project phases</p>	
<p>3A.18-2a (FPASP EIR/EIS)</p>	<p><b>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b> <i>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building</i></p>	<p>Folsom Community Development Department</p> <p>Folsom Public Works Department</p>	<p>Prior to approval of final maps and issuance of building permits for any project phases</p>	

<b>RUSSELL RANCH PROJECT</b>				
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	<i>permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</i>			
3A.16-1 (FPASP EIR/EIS)	<b><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</i></b>	Folsom Community Development Department  Folsom Public Works Department	Prior to approval of final maps and issuance of building permits for any project phases	
3A.16-3 (FPASP EIR/EIS)	<b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</i></b>	Folsom Community Development Department  Folsom Public Works Department	Prior to approval of final maps and issuance of building permits for any project phases	
3A.14-2 (FPASP EIR/EIS)	<b><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the</i></b>	Folsom Fire Department  Folsom Community	Prior to the issuance of building permits or prior to final inspections for all	

<b>RUSSELL RANCH PROJECT</b>				
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	<p><i>provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</i></p> <ol style="list-style-type: none"> <li><i>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</i></li> <li><i>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</i></li> </ol> <p><i>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the</i></p>	<p>Development Department</p>	<p>project phases</p>	



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	<p><i>portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</i></p> <p>3. <i>Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</i></p> <p>4. <i>Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</i></p> <p>[NOTE: The project is not located within the EDHFD]</p> <p><i>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre</i></p>			

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<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.14-3 (FPASP EIR/EIS)	<p><i>area of the SPA within the EDHFD service area.</i></p> <p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b> <i>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</i></p>	<p>Folsom Fire Department</p> <p>Folsom Community Development Department</p>	<p>Prior to the issuance of building permits or prior to final inspections for all project phases</p>	
3A.3-1a (FPASP EIR/EIS)	<p><b><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></b> <i>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</i></p>	<p>Folsom Public Works Department</p> <p>Caltrans</p> <p>USACE</p> <p>Central Valley RWQCB</p>	<p>Prior to the approval of Improvements and Drainage Plans</p>	

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<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</i></p> <p><i>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</i></p>			

<b>RUSSELL RANCH PROJECT</b>				
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	<p><i>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins.</i></p> <p><i>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that preproject conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</i></p> <p><i>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</i></p>			

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<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.7-3 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b> Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p><i>For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.</i></p> <p><i>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</i></p> <p><i>The plans referenced above shall include the location, implementation</i></p>	Folsom Community Development Department	Prior to the issuance of grading permits and any ground-disturbing activities	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.7-5 (FPASP EIR/EIS)	<p><i>schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</i></p> <p><i>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</i></p> <p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b> <i>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</i></p>	Folsom Community Development Department	Prior to and during earthmoving activities	
3A.8-7	<b><i>Prepare and Implement a Vector Control Plan in Consultation with the</i></b>	Folsom Community	Prior to the issuance of	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
(FPASP EIR/EIS)	<p><i>Sacramento-Yolo Mosquito and Vector Control District. To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City’s jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</i></p> <ul style="list-style-type: none"> <li>• <i>Description of the project.</i></li> <li>• <i>Description of detention basins and all water features and facilities that would control on-site water levels.</i></li> <li>• <i>Goals of the plan.</i></li> <li>• <i>Description of the water management elements and features that would be implemented, including:</i> <ul style="list-style-type: none"> <li><i>i. BMPs that would implemented on-site;</i></li> <li><i>ii. public education and awareness;</i></li> <li><i>iii. sanitary methods used (e.g., disposal of garbage);</i></li> <li><i>iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</i></li> <li><i>v. stormwater management (consistent with Stormwater Management Plan).</i></li> </ul> </li> </ul>	<p>Development Department</p> <p>Sacramento-Yolo Mosquito and Vector Control District</p>	grading permits for the project water features	

<b>RUSSELL RANCH PROJECT</b>				
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	<ul style="list-style-type: none"> <li>• <i>Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).</i></li> </ul> <p><i>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</i></p> <ol style="list-style-type: none"> <li><i>i. build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</i></li> <li><i>ii. perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</i></li> <li><i>iii. design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;</i></li> <li><i>iv. coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</i></li> <li><i>v. enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</i></li> <li><i>vi. if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and</i></li> <li><i>vii. design structures with the appropriate pumping, piping,</i></li> </ol>			



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	<p style="text-align: center;"><i>valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).</i></p> <p><i>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</i></p>			
3A.9-1 (FPASP EIR/EIS)	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b> <i>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</i></p> <ul style="list-style-type: none"> <li>• <i>the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</i></li> </ul>	Folsom Community Development Department	Prior to the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction	

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	<ul style="list-style-type: none"> <li>• <i>the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</i></li> <li>• <i>the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</i></li> <li>• <i>spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</i></li> <li>• <i>personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and</i></li> <li>• <i>the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</i></li> </ul> <p><i>Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.</i></p> <ul style="list-style-type: none"> <li>• <i>Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</i></li> </ul>			

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3A.9-2 (FPASP EIR/EIS)	<ul style="list-style-type: none"> <li>• <i>Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</i></li> <li>• <i>Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</i></li> </ul> <p><i>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</i></p> <p><i>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</i></p> <p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b> <i>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills,</i></p>	Folsom Public Works Department	Prior to approval of grading plans and building permits of all project phases	

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	<p><i>demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</i></p> <p><i>The plans shall include, but not be limited to, the following items:</i></p> <ul style="list-style-type: none"> <li>• <i>an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;</i></li> <li>• <i>runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;</i></li> <li>• <i>a description of the proposed maintenance program for the on-site drainage system;</i></li> <li>• <i>project-specific standards for installing drainage systems;</i></li> <li>• <i>City and El Dorado County flood control design requirements and measures designed to comply with them;</i></li> </ul> <p><i>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</i></p> <ul style="list-style-type: none"> <li><i>i. use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of</i></li> </ul>			

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	<p><i>origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</i></p> <ul style="list-style-type: none"> <li><i>ii. enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</i></li> <li><i>iii. bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</i></li> <li><i>iv. minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</i></li> <li><i>v. minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</i></li> </ul> <p><i>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate</i></p>			

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3A.9-3 (FPASP EIR/EIS)	<p><i>should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</i></p> <p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></b>  <i>Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</i></p> <ul style="list-style-type: none"> <li>• <i>A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</i></li> <li>• <i>Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (ISSQP 2007b) per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El</i></li> </ul>	<p>Folsom Community Development Department</p> <p>Folsom Public Works Department</p>	<p>Prior to the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.</p>	

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	<p><i>Dorado 2004).</i></p> <ul style="list-style-type: none"> <li>• <i>Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</i></li> <li>• <i>A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.</i></li> <li>• <i>LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</i> <ul style="list-style-type: none"> <li><i>i. surface swales;</i></li> <li><i>ii. replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</i></li> <li><i>iii. impervious surfaces disconnection; and</i></li> <li><i>iv. trees planted to intercept stormwater.</i></li> </ul> </li> </ul> <p><i>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</i></p> <p><i>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or</i></p>			

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	<p><i>develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans</i></p>			
<b>4.8 Transportation, Traffic, and Circulation</b>				
<p>It should be noted that, many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. The following is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation is anticipated to be satisfied.</p> <p><u>Public Facilities Financing Plan (PFFP):</u>            In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees. Included in the PFFP are a number roadway projects including the Highway Interchanges that the Russell Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p><u>Sacramento County Transportation Development Fee (SCTDF) contribution:</u>            The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County &amp; City of Folsom” dated January 2, 2014.</p> <p><u>Caltrans/City Memorandum of Understanding (Caltrans MOU):</u>            The City of Folsom and Caltrans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to US 50. The MOU identified all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.</p>				
4.8-1	<i>Prior to the beginning of construction, the applicant shall prepare a</i>	City Engineer	Prior to the beginning	



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	<p><i>construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns.</i></li> <li>• <i>Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage.</i></li> <li>• <i>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.</i></li> <li>• <i>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.</i></li> </ul>		of construction	
4.8-2(a)	<i>Prior to issuance of a building permit, the project applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</i>	Folsom Community Development Department	Prior to issuance of a building permit	
4.8-2(b)	<i>Prior to issuance of a building permit, the project applicant shall pay a fair share through the PFFP fee to the City of Folsom towards the addition of a westbound right-turn lane to the White Rock Road/Placerville Road intersections.</i>	Folsom Community Development Department	Prior to issuance of a building permit	

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3A.15-1c (FPASP EIR/EIS)	<i><b>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.</i>	Folsom Community Development Department	Prior to issuance of a building permit  SCTDF	
3A.15-4d (FPASP EIR/EIS)	<i><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</b> To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</i>	Folsom Community Development Department	Prior to issuance of a building permit	
3A.15-4e (FPASP EIR/EIS)	<i><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</b> To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</i>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP	
3A.15-4f (FPASP EIR/EIS)	<i><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</b> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the</i>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP	

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	<p><i>following improvements are required:</i></p> <ul style="list-style-type: none"> <li>• <i>The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane.</i></li> <li>• <i>The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane.</i></li> <li>• <i>The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</i></li> <li>• <i>The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</i></li> </ul> <p><i>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24).</i></p>			
4.8-3	<p><i>Prior to issuance of a building permit, the applicant shall pay the applicable CIP fee, which includes a contribution toward the construction of auxiliary lanes on US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road, to the Community Development Department.</i></p>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	
3A.15-1s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b> <i>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50</i></p>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	

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3A.15-1u (FPASP EIR/EIS)	<i>Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i>  <b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</b> <i>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	
3A.15-1x (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</b> <i>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</i>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	

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<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.15-1y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</i>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	
3A.15-1z (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</i>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP/Interchange	
3A.15-1aa (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of</i>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.15-1dd (FPASP EIR/EIS)	<i>funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</i>  <b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Folsom Community Development Department	Prior to issuance of a building permit  MOU	
3A.15-1ee (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Folsom Community Development Department	Prior to issuance of a building permit  MOU	
3A.15-1ff	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts</b>	Folsom Community	Prior to issuance of a	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
(FPASP EIR/EIS)	<i><b>on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i>	Development Department	building permit  MOU	
3A.15-1gg (FPASP EIR/EIS)	<i><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</i>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	
3A.15-4s (FPASP EIR/EIS)	<i><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System</i>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</i></p> <p><i>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</i></p> <p><i>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></p>			
3A.15-4t (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b></p>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP/Interchange	
3A.15-4u	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts</i></b></p>	Folsom Community	Prior to issuance of a	



<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
(FPASP EIR/EIS)	<i>on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</i>	Development Department	building permit  PFFP/Interchange	
3A.15-4v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP/Interchange	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.15-4w (FPASP EIR/EIS)	<i><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</b> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP/Interchange	
3A.15-4x (FPASP EIR/EIS)	<i><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</i>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP/Interchange	
3A.15-4y (FPASP EIR/EIS)	<i><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the</i>	Folsom Community Development Department	Prior to issuance of a building permit  PFFP/Interchange	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i>			
3A.15-2a (FPASP EIR/EIS)	<p><b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes.</i></b> The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections.</p> <p>The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and</p>	Folsom Public Works Department	<p>Prior to approval of Improvement Plans for project phases that include school uses</p> <p>PFFP/Interchange</p>	

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<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>Sacramento RT.</i>			
4.8-6	<i>Prior to issuance of a building permit, the project applicant shall pay a fair share fee to the City of Folsom towards the addition of a channelized westbound right-turn lane to the Scott Road/Easton Valley Parkway intersection.</i>	Folsom Community Development Department	Prior to the issuance of a building permit	
<b>Initial Study Mitigation Measures</b>				
VI-1	<i>Prior to issuance of a grading permit, the applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.</i>	Folsom Engineering Division	Prior to the issuance of a grading permit	
VI-2	<i>All foundation plans shall be reviewed and approved by the Building Safety Division, respectively, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.</i>	Folsom Building Safety Division	Prior to issuance of building permits	
VI-3	<i>Prior to initiation of ground disturbance, a geotechnical engineer shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the</i>	Folsom Community Development Department	Prior to initiation of ground disturbance	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>improvements areas where geotechnical monitoring shall be required. The monitoring program shall be subject to review and approval by the Folsom Community Development Department.</i>			
<b>Other Applicable FPASP EIR/EIS Mitigation Measures</b>				
3A.7-4	<p><b><i>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-site Elements East of Old Placerville Road.</i></b> Before the start of all construction activities east of Old Placerville Road, the project applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.</p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</i></p>	Folsom Engineering Division	Prior to initiation of ground disturbance	
3B.7-1b	<p><b><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i></b> Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the CBC and American Water Works Association standards.</p>	Folsom Engineering Division	Prior to initiation of ground disturbance	
3B.7-4	<p><b><i>Implement Corrosion Protection Measures.</i></b> As determined appropriate by a licensed geotechnical or civil engineer, the City shall ensure that all underground metallic fittings, appurtenances, and piping include a</p>	Folsom Engineering Division	Prior to initiation of ground disturbance	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>cathodic protection system to protect these facilities from corrosion.</i>			
3A.15-1a	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></b> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	Folsom Community Development Department	Prior to issuance of building permit  PFFP	
3A.15-1b	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2).</i></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	Folsom Community Development Department	Prior to issuance of building permit  PFFP	
3A.15-1h	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to	Folsom Community Development Department	Prior to issuance of building permit  SCDTF	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</i>			
3A.15-1i	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3). Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</i></b>	Folsom Community Development Department	Prior to issuance of building permit  SCDTF	
3A.15-1j	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10). To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</i></b>	Folsom Community Development Department	Prior to issuance of building permit  SCDTF	
3A.15-1l	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts</i></b>	Folsom Community	Prior to issuance of	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3). To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</i>	Development Department	building permit	
3A.15-1o	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4).</i></b>  <i>To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</i>	Folsom Community Development Department	Prior to issuance of building permit  MOU	
3A.15-1p	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn</i></b>	Folsom Community Development Department	Prior to issuance of building permit  MOU/SCDTF	



<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding.</i></p> <ul style="list-style-type: none"> <li>• <i>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</i></li> </ul> <p><i>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</i></p>	Folsom Community Development Department		
3A.15-1q	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	Folsom Community Development Department	Prior to issuance of building permit	
3A.15-1r	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of</p>	Folsom Community Development Department	Prior to issuance of building permit  MOU	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i>			
3A.15-1v	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project.</p> <p><i>Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></p>	Folsom Community Development Department	Prior to issuance of building permit  MOU	
3A.15-1w	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p>	Folsom Community Development Department	Prior to issuance of building permit  MOU	
3A.15-1hh	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts</i></b>	Folsom Community	Prior to issuance of	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</i>	Development Department	building permit  MOU	
3A.15-1ii	<i><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).</i>	Folsom Community Development Department	Prior to issuance of a building permit  MOU	
3A.15-2b	<i><b>Participate in the City's Transportation System Management Fee Program.</b> The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</i>	Folsom Community Development Department	Prior to issuance of building permit	
3A.15-2c	<i><b>Participate with the 50 Corridor Transportation Management Association.</b> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.</i>	Folsom Community Development Department	Prior to issuance of building permit	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
3A.15-3	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</i>	Folsom Community Development Department	Prior to issuance of building permit  PFFP, MOU, SCTDF	
3A.15-4a	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).</i>	Folsom Community Development Department	Prior to issuance of building permit  PFFP	
3A.15-4b	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6). To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</i>	Folsom Community Development Department	Prior to issuance of building permit	
3A.15-4c	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound</i>	Folsom Community Development Department	Prior to issuance of building permit  PFFP	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</i>			
3A.15-4g	<b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></b> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Folsom Community Development Department	Prior to issuance of building permit  PFFP	
3A.15-4i	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></b> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	Folsom Community Development Department	Prior to issuance of building permit  SCTDF	
3A.15-4j	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></b> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this	Folsom Community Development Department	Prior to issuance of building permit  SCTDF	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></p> <p><i>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</i></p>			
3A.15-4k	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></b></p> <p><i>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</i></p>	Folsom Community Development Department	Prior to issuance of building permit  SCTDF	
3A.15-4l	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13). To</i></b></p>	Folsom Community Development Department	Prior to issuance of building permit	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<p><i>improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes.</i></p> <p><i>Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p>		SCTDF	
3A.15-4m	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></b> To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p><i>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a</i></p>	Folsom Community Development Department	<p>Prior to issuance of building permit</p> <p>SCTDF</p>	

<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i>			
3A.15-4n	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></b>	Folsom Community Development Department	Prior to issuance of building permit  SCTDF	
3A.15-4o	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right.</i></b>  <i>Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i>	Folsom Community Development Department	Prior to issuance of building permit	
3A.15-4p	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes.</i></b>	Folsom Community Development Department	Prior to issuance of building permit  SCTDF	



<b>RUSSELL RANCH PROJECT</b>				
<b>Mitigation Number</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
	<i>Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i>			
3A.15-4q	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.	Folsom Community Development Department	Prior to issuance of building permit  MOU	
3A.15-4r	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.  <i>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i>	Folsom Community Development Department	Prior to issuance of building permit  MOU	

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ATTACHMENT 1

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20 February 2015

Rod Stinson  
Raney Planning & Management, Inc.  
1501 Sports Drive  
Sacramento, California 95834

**RE: *Russell Ranch Biological Resources***

Dear Rod:

Subsequent to the release of the Draft EIR for the Russell Ranch Project Specific Plan Amendment in December 2014, two changes are being proposed by the project proponent. ECORP Consulting, Inc. was asked to evaluate whether or not the two proposed changes are consistent with what is reported in the Draft EIR. Following are the results of this evaluation relative to biological resources.

Russell Ranch (Project) proposes to annex approximately 6.7 acres of the northern portion of an adjacent parcel currently identified as Assessor's Parcel Number 072-0060-012 (Figure 1), formerly known as the Carr Property. The Property is located south of U.S. Highway 50, north of White Rock Road, and east of the Southern Pacific railroad tracks in eastern Sacramento County, California. According to the Project applicant, this area was always contemplated as part of the Project, but as an off-site improvement to accommodate roadway and drainage basin improvements.

A wetland delineation of the Russell Ranch Project area was prepared as part of the former Folsom South project by Foothill Associates in November 2006 and revised in January 2009. The delineation included the 6.7 acre Carr Property and has been verified by the USACE (2009). A total of 0.701 acres of jurisdictional wetlands were mapped within the Carr Property (see Figure 1).

ECORP conducted a due diligence biological resources and regulatory assessment of the Carr Property on 9 December 2014. During the reconnaissance survey, the boundaries of the Waters of the U.S. on the Carr Property appeared to be largely the same as those that were previously verified (USACE 2009). No trees or elderberry shrubs were observed on-site, and needlegrass (*Stipa* species) were not found during the reconnaissance survey either. Fossorial mammal burrows that would provide suitable burrowing owl habitat were also not observed to occur on-site. The results of special-status plant surveys conducted in 2006 and 2009 were negative (Foothill Associates 2006 and 2009a), as were the results of surveys for federally-listed vernal pool branchiopods in 2006, 2007, 2008, and 2009 (Foothill Associates 2007 and 2009b). In summary, no sensitive biological resources apart from Waters of the U.S. are currently known to occur on the Carr Property.

The Project plans on avoiding all wetland impacts (excluding 0.011 acres impacted by the Backbone Infrastructure) (see Figure 1) and there were no sensitive biological resources located on the Carr Property, therefore, the annexation of this portion of the Carr Property into the Russell Ranch project and implementation of the offsite roadway and drainage basin improvement does not conflict with the Draft EIR for this project.

Russell Ranch also proposes to construct a recreation center in the northeastern corner of the project area, north of Street "C" and southwest of the water storage facility (Figure 2). The area proposed for the recreation center was also surveyed between 2006 and 2009 in conjunction with the implementation of the Programmatic Agreement for the larger Folsom South property and the Backbone Infrastructure

permit area. No Biological Resources were identified within the footprint of the proposed recreation center and therefore, the construction of the recreation center in this location does not conflict with the Draft EIR for this project.

Therefore, the analysis and mitigation measures presented in the Draft EIR for the Russell Ranch Specific Plan Amendment apply to the aforementioned project modifications. If you have any questions, you may reach me at (916) 782-9100 or by email at [lgperalta@ecorpconsulting.com](mailto:lgperalta@ecorpconsulting.com).

Sincerely,

A handwritten signature in blue ink, appearing to read 'L. Peralta', is written above a horizontal blue line.

Lourdes Gonzalez-Peralta, Senior Biologist  
ECORP Consulting, Inc.

### **References Cited**

Foothill Associates. 2006. Results of a Focused Plant Survey on the Folsom South Site, Located in Sacramento County, California. Prepared for MJM Consulting.

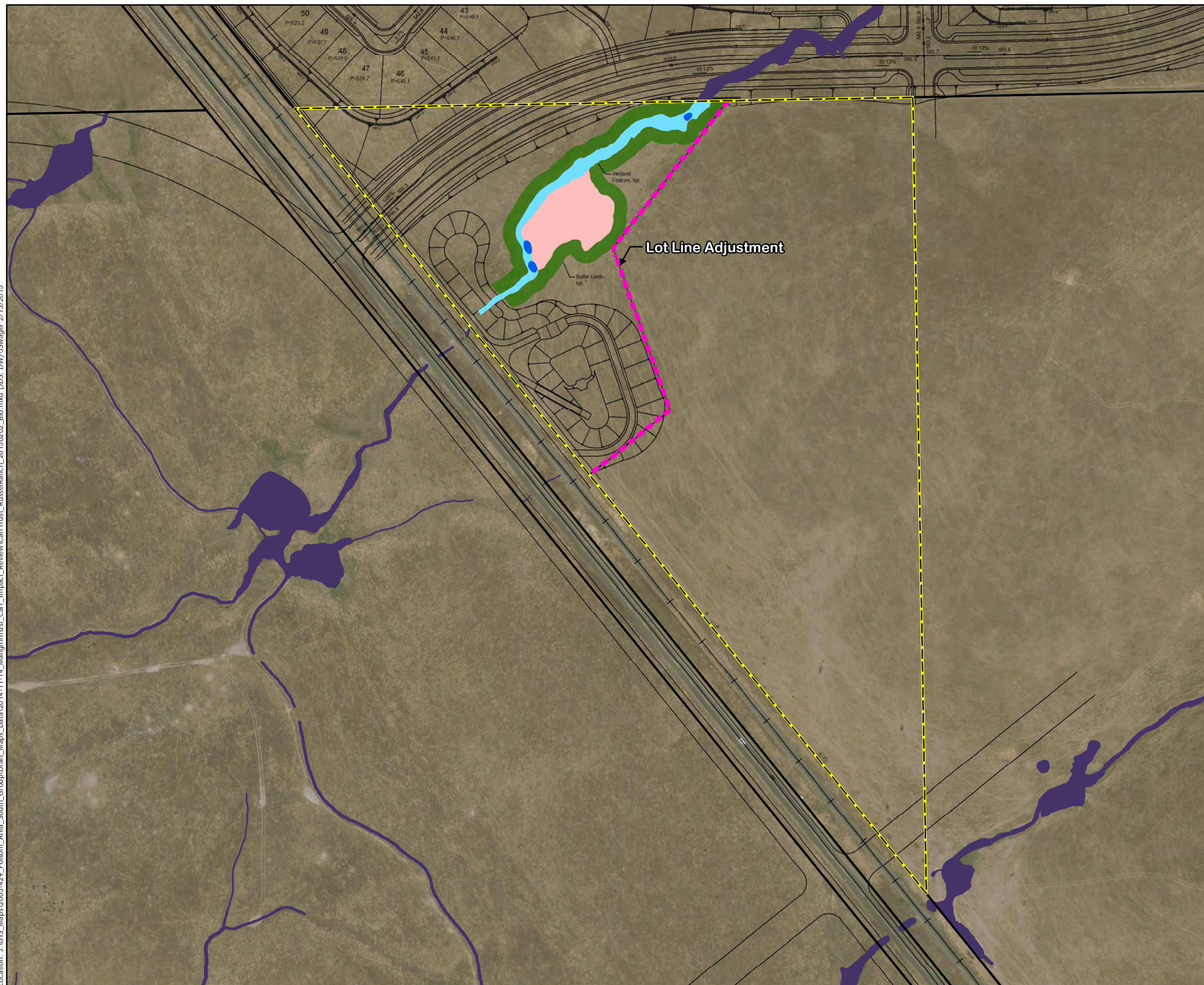
Foothill Associates. 2007. 90-Day Report 2006-2007 Wet-Season Survey for Listed Vernal Pool Branchiopods Folsom South Property Sacramento County, California. Prepared for MJM Consulting.

Foothill Associates. 2009a. Results of a Focused Plant Survey on the Folsom South Site, Located in Sacramento County, California. Prepared for MJM Consulting.

Foothill Associates. 2009b. 90-Day Report 2008-2009 Wet-Season Survey for Listed Vernal Pool Branchiopods Folsom South Property Sacramento County, California.. Prepared for MJM Consulting.

U.S. Army Corps of Engineers (USACE). 2009. Approved Jurisdictional Determination for the Folsom South project. Dated 6 February 2009.

Location: J:\GIS\_Maps\2005-429\_Folsom\_Area\_South\_Group\Draft\_Maps\_Data\2014-11-14\_ManginiTrust\_Carr\_Impact\_Review\CarrTrust\_RussellRanch\_20150202\_Bio.mxd (JDS, DWJ, Swager 2/13/2015)



**Figure 1.  
Annexed Project Area**

**Map Features**

- |                       |                           |
|-----------------------|---------------------------|
| <b>Waters</b>         | <b>Project Components</b> |
| Vernal Pool           | Wetland Preserve          |
| Seep                  | Property Boundary         |
| Intermittent Drainage |                           |
| Off-Site Waters       |                           |

**Russell Ranch proposes to annex the portion of the property that is northwest of the lot line adjustment.**

**Wetland Impacts**  
HUC Watershed 18020111  
Lower American

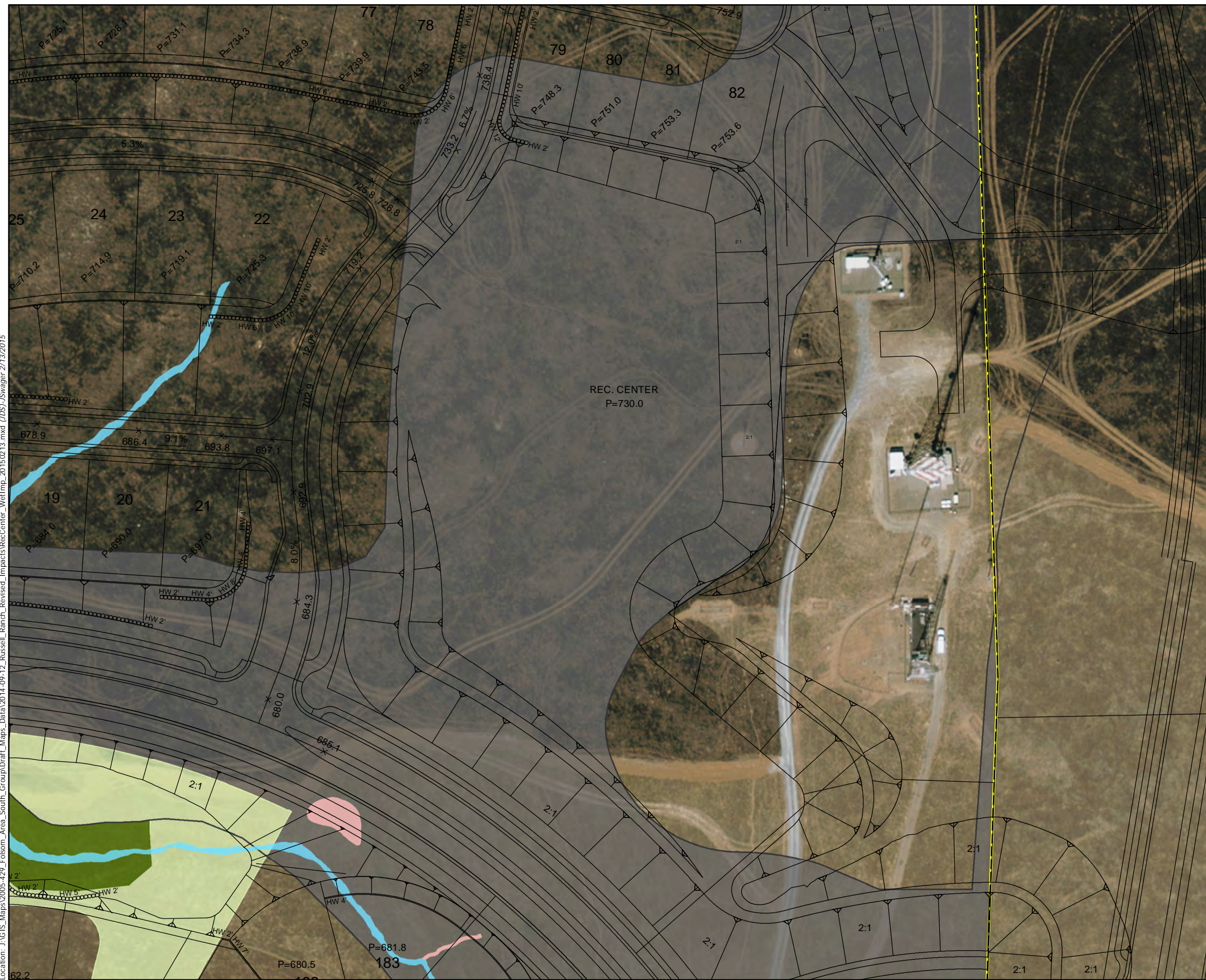
	Project Avoided	Project Impact	Backbone Impact	Property Total
Vernal Pool	0.016	0.000	0.000	0.016
Seep	0.420	0.000	0.000	0.420
Intermittent Drainage	0.254	0.000	0.011	0.265
<b>Grand Total</b>	<b>0.690</b>	<b>0.000</b>	<b>0.011</b>	<b>0.701</b>

- Impact calculations are approximate and are based on the best available information to date.  
- The acreage value for each feature has been rounded to the nearest 1/1000 decimal.  
Summation of these values may not equal the total acreage reported.

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom,



Location: J:\GIS\_Maps\2005-429\_Folsom\_Area\_South\_Group\Draft\_Maps\_Data\2014-09-12\_Russell\_Ranch\_Revised\_Impacts\RecCenter\_WetImp\_20150213.mxd (DSD)\Svager 2/13/2015

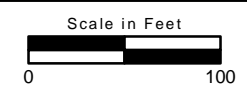
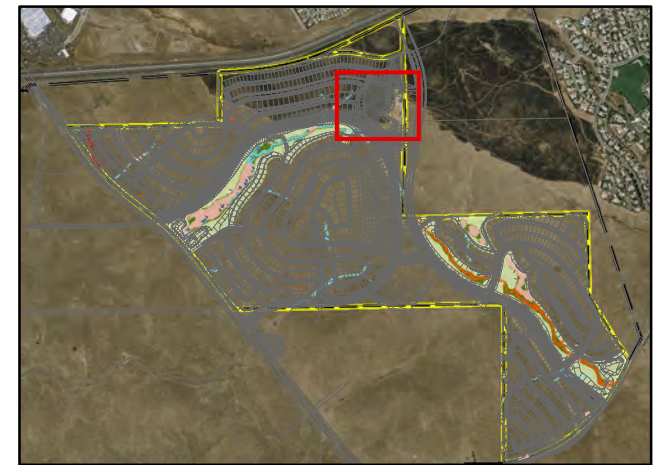


**Figure 2.  
Russell Ranch  
Recreation Center**

**Map Features**

- |   |                           |
|---|---------------------------|
| <b>Waters</b>                               | <b>Project Components</b> |
| Vernal Pool                                 | Wetland Preserve          |
| Seasonal Wetland                            | Open Space                |
| Seasonal Wetland Swale                      | Backbone                  |
| Seep  | Property Boundary         |
| Intermittent Drainage                       |                           |
| <b>Isolated/Non-Jurisdictional Features</b> |                           |
| Ditch/Canal (NJ)                            |                           |

*There are no wetlands/waters impacts associated with the recreation center.*



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ATTACHMENT 2

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20 February 2015

Rod Stinson  
Raney Planning & Management, Inc.  
1501 Sports Drive  
Sacramento, California 95834

**RE: *Russell Ranch Cultural Resources Addendum Information***

Dear Rod:

Subsequent to the release of the Draft EIR for the Russell Ranch Project Specific Plan Amendment in December 2014, two changes are being proposed by the project proponent. ECORP Consulting, Inc. was asked to evaluate whether or not the two proposed changes are consistent with what is reported in the Draft EIR. Following are the results of this evaluation relative to cultural resources.

Russell Ranch proposes to annex approximately 6.7 acres of the northern portion of an adjacent parcel currently identified as Assessor's Parcel Number 072-0060-012 (Figure 1). According to the project applicant, this area was always contemplated as part of the project, but as an off-site improvement to accommodate roadway and drainage basin improvements. The cultural resources inventory for that property was carried out by ECORP Consulting, Inc. in 2012 in conjunction with the implementation of the Programmatic Agreement for the larger Folsom South property (Westwood *et al.* 2012a) and the Backbone Infrastructure permit area (Westwood *et al.* 2012b). No Historical Resources (as defined by CEQA) were identified within these 6.7 acres and therefore, the annexation of a portion of it into the Russell Ranch project does not conflict with the Draft EIR.

Russell Ranch also proposes to construct a recreation center in the northeastern corner of the project area, north of Street "C" and southwest of the water storage facility (Figure 2). The area proposed for the recreation center was also surveyed in 2012 in conjunction with the implementation of the Programmatic Agreement for the larger Folsom South property (Westwood *et al.* 2012a) and the Backbone Infrastructure permit area (Westwood *et al.* 2012b). No Historical Resources were identified within the footprint of the proposed recreation center and therefore, the construction of the recreation center in this location does not conflict with the Draft EIR.

Therefore, the analysis and mitigation measures presented in the Draft EIR for the Russell Ranch Specific Plan Amendment apply to the aforementioned project modifications. If you have any questions, you may reach me at (916) 782-9100 or by email at [lwestwood@ecorpc consulting.com](mailto:lwestwood@ecorpc consulting.com).

Sincerely,



Lisa Westwood, RPA  
Cultural Resources Manager  
ECORP Consulting, Inc.



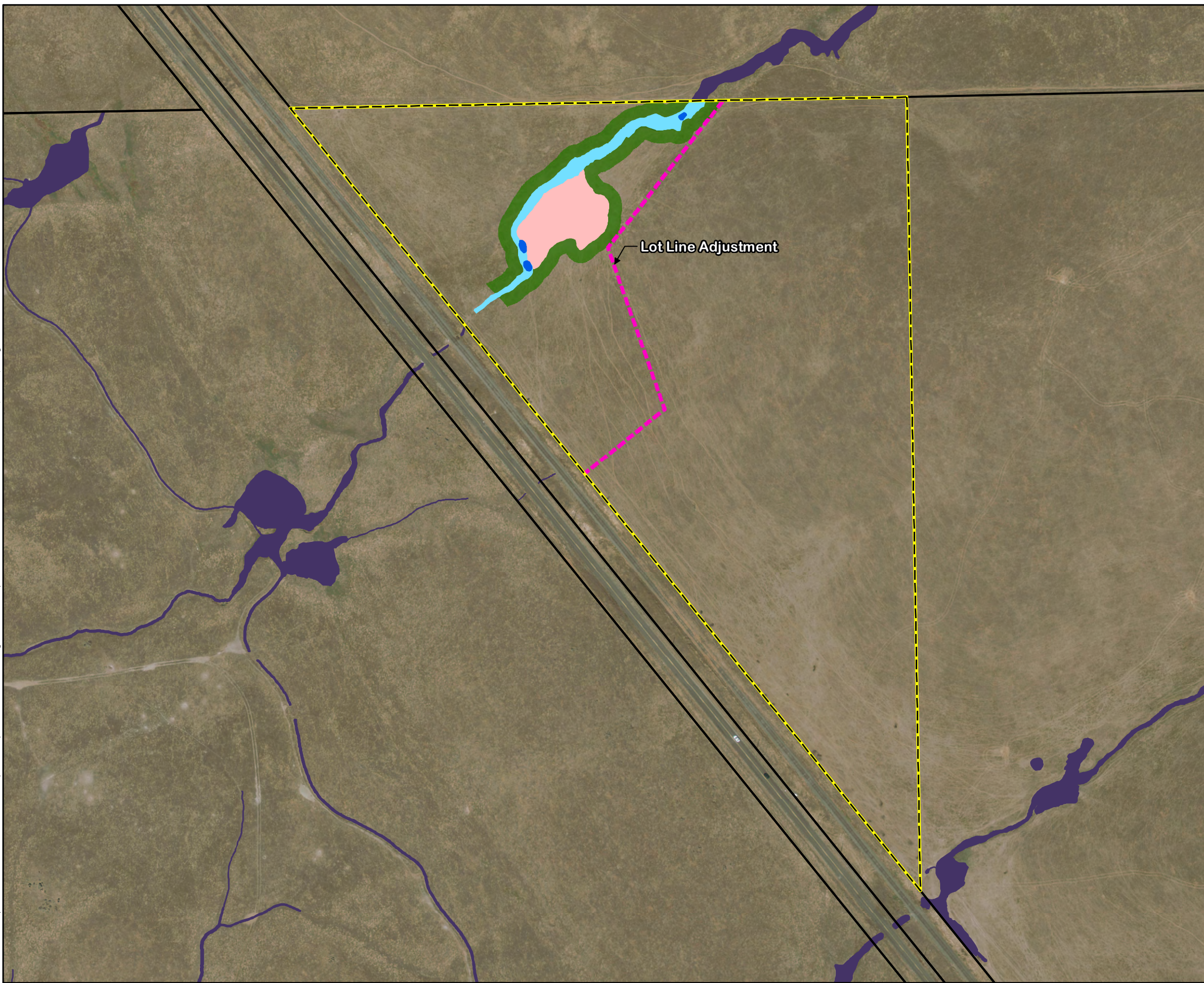
## References Cited

Westwood, Lisa, Katherine Knapp, Stephen Pappas, David Quivey, and Roger Mason  
2012a Cultural Resources Inventory Report for the Mangini Ranch, Mangini Trust, Arcadian Heights, and Russell-Promontory APEs within Folsom South, Folsom South of U.S. Highway 50 Specific Plan Project Sacramento County, California. ECORP Consulting, Inc., Rocklin.

Westwood, Lisa, Katherine Knapp, Stephen Pappas, David Quivey, and Roger Mason  
2012b Cultural Resources Inventory Report for the Backbone Infrastructure Permit Area, Folsom South of U.S. Highway 50 Specific Plan Project, Sacramento County, California. Prepared for Folsom Owner's Group and U.S. Army Corp of Engineers, Sacramento District. ECORP Consulting, Inc., Rocklin.

*Note: The 6.7 acres identified in this letter fall within the boundaries of the property formerly referred to as the Mangini Trust property in the relevant technical studies.*

Location: J:\GIS\_Maps\2005-429\_South\_Group\Draft\_Maps\_Data\2014-11-14\_ManginiTrust\_Carr\_Impact\_Review\CarrTrust\_RussellRanch\_20150202.mxd (JIS\_DIY-dwagman 2/2/2015)



**Figure 1. Annexed Project Area**

**Map Features**

Waters

- Vernal Pool
- Seep
- Intermittent Drainage
- Off-Site Waters

Project Components

- Wetland Preserve
- Property Boundary

**Russell Ranch proposes to annex the portion of the property that is northwest of the lot line adjustment.**

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom,

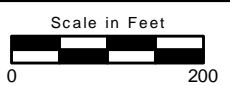


Photo Source: USGS 2013  
Base Data: MacKay and Somp  
MS\_ETa-Exh-E\_Carr 2012 Trust\_GP-w\_SMUD-102114

Map Date: 2/2/2015

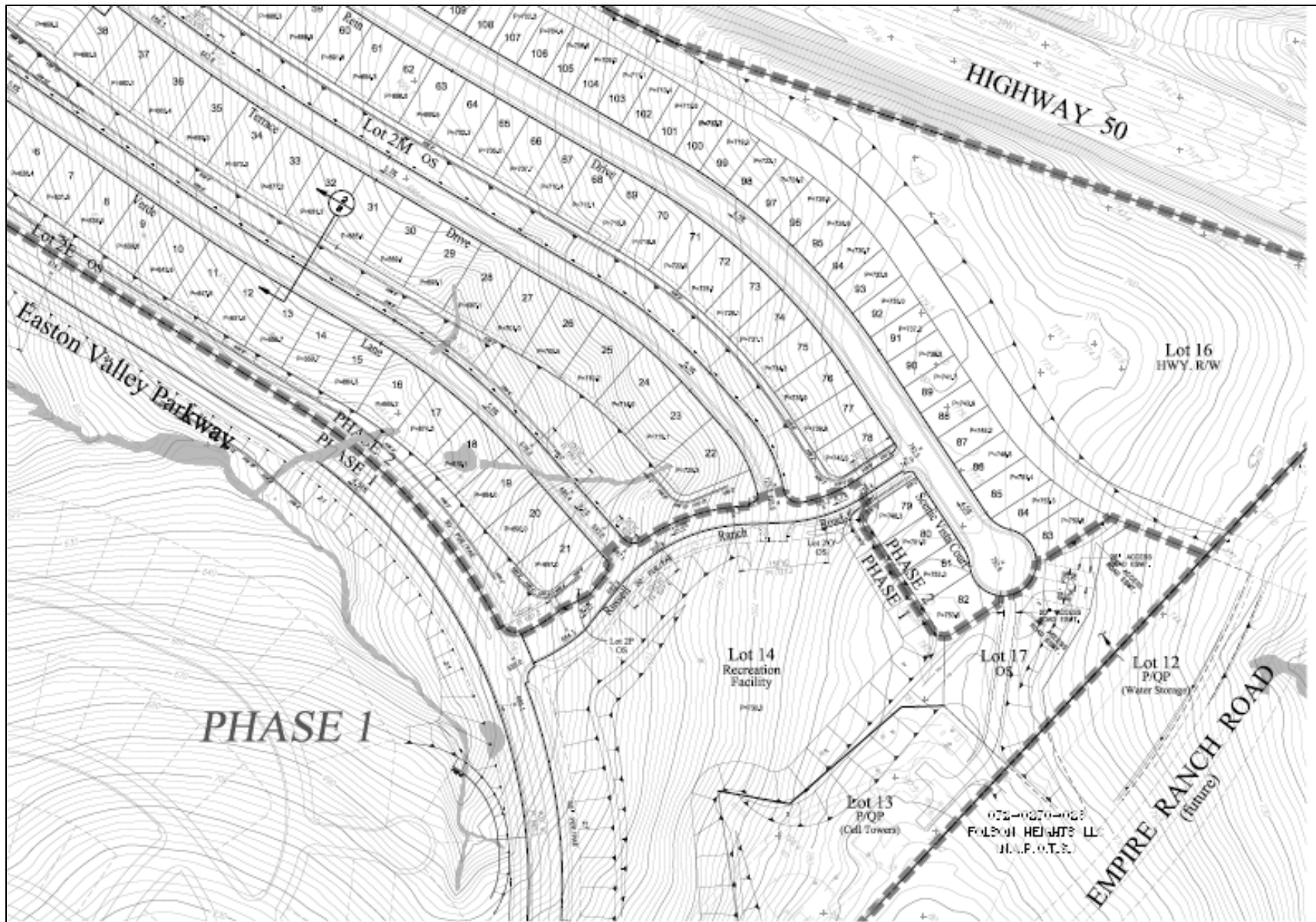


Figure 2. Proposed Recreation Center Location (Lot 14).

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ATTACHMENT 3

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## Letter 5

Department of  
Community Development  
Lori A. Moss, Director



**Divisions**  
Administrative Services  
Building Permits & Inspection  
Code Enforcement  
County Engineering  
Economic Development & Marketing  
Planning & Environmental Review

DELIVERED VIA EMAIL TO: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)

January 20, 2015

City of Folsom  
Proposed Mitigated Negative Declaration  
South of Highway 50 Backbone Infrastructure  
50 Natoma Street  
Folsom, CA 95630  
Attn: Scott Johnson

**Subject: South of Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration Comments**

Dear Mr. Johnson:

5-1

Sacramento County (County) has reviewed the City of Folsom's Initial Study Mitigated Negative Declaration (IS/MND) for the South of Highway 50 Backbone Infrastructure Project. We appreciate the opportunity to review and provide comments on this document.

5-2

The County has concerns that the South of Highway 50 Backbone Infrastructure Project will induce growth and new residences in an area that may impact Mather Airport operations without adequately analyzing those impacts.

5-3

The proposed project consists of the construction of the backbone infrastructure within the Folsom Plan Area, south of Highway 50 in the City of Folsom, CA. The proposed project consists of two main components: 1) Updates to the Storm Drainage Master Plan, Water Infrastructure Master Plan, and Sewer Master Plan prepared for the implementation of the Folsom Plan Area Specific Plan Project; and 2) South of US 50 Backbone Infrastructure Buildout.

The proposed project was programmatically evaluated for in the Folsom South of U.S. Highway 50 Specific Plan (FPASP) Draft Environmental Impact Report/Environmental Impact Statement EIR/EIS from which the IS/MND will tier. The County has expressed continued concerns to the City of Folsom regarding the Folsom South of U.S. Highway 50 Specific Plan Project since 2008.

827 7<sup>th</sup> St., Room 230 • Sacramento, California 95814 • phone (916) 874-6141 • fax (916) 874-7499

[www.per.saccounty.net](http://www.per.saccounty.net)

Page 2 of 2  
January 20, 2015  
City of Folsom

**Letter 5  
cont'd**

**5-3  
cont'd**

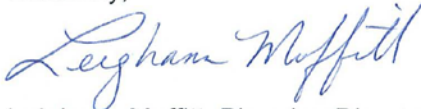
County staff prepared a comment letter on November 6, 2008, in response to the Notice of Preparation for the Draft EIR/EIS, recommending analysis of potential land use and other conflicts arising from the proposed Project. In a comment letter dated September 9, 2010, the County articulated concern that the Draft EIR/EIS did not adequately analyze potential land use and other conflicts arising from the proposed Project. An additional letter was written on June 10, 2011 expressing concern that our previous comments had been dismissed and little effort had been made to address our concerns in the Final EIR/EIS. The 2010 and 2011 comment letters are attached.

**5-4**

Sacramento County has concerns that the IS/MND does not adequately analyze the impacts of future land uses associated with the project to existing Mather Airport operations. The negative declaration is inadequate under CEQA and the County will be monitoring this project closely in light of its concerns that Folsom has not complied with CEQA. We appreciate the opportunity to comment and look forward to your consideration of our concerns.

If you have any questions, please contact me at (916) 874-5584.

Sincerely,



Leighann Moffitt, Planning Director  
Planning and Environmental Review

c: Supervisor MacGlashan  
Bradley J. Hudson  
Nav Gill

**LETTER 5: LEIGHANN MOFFITT, COUNTY OF SACRAMENTO**

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**Response to Comment 5-1**

The comment is an introductory statement that does not address the adequacy of the IS/MND.

**Response to Comment 5-2**

Growth-inducing impacts were analyzed in Section XIII, Population and Housing, of the IS/MND. As noted on page 148 of the IS/MND, although the backbone infrastructure supports potential population growth in the vicinity, the Folsom Plan Area Specific Plan (FPASP) Final EIR/EIS previously analyzed the indirect population growth associated with the proposed project (i.e., the future population the backbone infrastructure intends to support). The proposed project does not include any changes to land use and would merely commence implementation of the FPASP. The analysis included in the IS/MND relates solely to the construction of the backbone infrastructure. In addition, the proposed infrastructure is not being oversized to accommodate any growth beyond the Folsom Plan Area. Because the project is implementing the FPASP, the proposed infrastructure improvements would not cause any growth-inducing impacts beyond those previously addressed in the FPASP EIR/EIS.

Thus, for clarification purposes, the second paragraph on page 148 of the IS/MND is hereby revised as follows:

Although the backbone infrastructure supports potential population growth in the vicinity, the FPASP Final EIR/EIS previously analyzed the indirect population growth associated with the proposed project (i.e., the future population the backbone infrastructure intends to support). The proposed project does not include any changes to land use and would merely commence implementation of the FPASP. The analysis included in this document relates solely to the construction of the backbone infrastructure. In addition, the proposed infrastructure is not being oversized to accommodate any growth beyond the Folsom Plan Area. Because the project is implementing the FPASP, the proposed infrastructure improvements would not cause any growth-inducing impacts beyond those previously addressed in the FPASP EIR/EIS. The project would not induce population in the area nor displace housing or people, and therefore *no impact* would occur related to population and housing

**Response to Comment 5-3**

The comment presents background on the County's history of comments on the FPASP EIR/EIS, but does not specifically address the adequacy of the South of Highway 50 Backbone Infrastructure Project IS/MND.

**Response to Comment 5-4**

See Response to Comment 5-2. The analysis included in the IS/MND relates solely to the construction of the backbone infrastructure in support of the FPASP. The IS/MND analyzed the

direct impacts of the proposed backbone infrastructure project and no impacts to the Mather airport were identified. It should be noted that all the properties within the FPASP have executed and recorded an Avigation Easement pursuant to the County's request during the FPASP approval process.

In addition, land use changes are not proposed by the project, and the direct impacts related to the FPASP land uses were analyzed in the FPASP EIR/EIS. Therefore, the IS/MND is adequate under CEQA.



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ATTACHMENT 4

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## **MEMORANDUM**

To: Scott Johnson, City of Folsom Planning Manager

From: Jamie Gomes

Subject: Russell Ranch; EPS #142164

Date: March 19, 2015

Economic & Planning Systems, Inc. (EPS) understands the City of Folsom (City) is processing an Environmental Impact Report (EIR) for the Russell Ranch project (Project). In response to a draft version of that document, the Draft EIR (DEIR), EPS is aware the City is in receipt of a letter from the Environmental Council of Sacramento (ECOS) expressing comments on the Project DEIR.

This memorandum addresses one of the comments identified under the ECOS letter section entitled "Land Use." The specific comment reads as follows:

"A mitigation measure which imposes phasing on the Russell Ranch project is appropriate. Allowing only 40% of Russell Ranch to develop prior to final approval of improvement plans for higher density residential and employment projects in the remainder of the FPASP would ameliorate some of the current policy conflicts that exist and make the DEIR highly suspect."

While this comment highlights broader land use policy implications, introduction of a potential phasing requirement would negatively affect the Project's financial feasibility, rendering the Project financially infeasible. This memorandum provides information related to the negative financial implications of a proposed Project phasing requirement as noted in the ECOS comment letter. Having prepared the Folsom Plan Area Specific Plan (FPASP) Public Facilities Financing Plan (Financing Plan), which was approved by the City on January 27, 2014, EPS is qualified to provide comments about Project phasing and related impacts on the Project's financial feasibility.

*The Economics of Land Use*



*Economic & Planning Systems, Inc.  
2295 Gateway Oaks Drive, Suite 250  
Sacramento, CA 95833-4210  
916 649 8010 tel  
916 649 2070 fax*

*Oakland  
Sacramento  
Denver  
Los Angeles*

**[www.epsys.com](http://www.epsys.com)**

## Financing Plan

The City-approved Financing Plan sets forth the estimated costs of backbone infrastructure and other public facilities (Improvements) and identifies the financing mechanisms intended to fund the full cost of required Improvements. In this memorandum, the term backbone infrastructure generally refers to roadways, sewer, water, and storm drainage improvements, and the term public facilities generally refers to fire, police, parks, municipal services center, and library facilities. The Financing Plan contains more precise definitions for all of these terms.

The Financing Plan identifies two primary financing mechanisms—development impact fees and land-secured financing—as the means by which most Improvements will be funded and financed. In identifying these mechanisms and the way in which such mechanisms would be implemented, the City did not anticipate any FPASP projects, including the proposed Project, would be subject to phasing limitations, wherein full development of one property owner’s project would be contingent on the efforts and success of another property owner moving forward in a concurrent manner. To that end, neither the Financing Plan nor Amended and Restated Development Agreement (ARDA) included provisions related to Project phasing restrictions.

### Development Impact Fees

The Financing Plan identifies a series of existing and planned development impact fee programs to fund the costs of Improvements. Because development impact fees typically are paid at the time of building permit, funding from such programs typically lags behind when the Improvements are needed to serve new development. In other words, most Improvements that will be developer-constructed (e.g., roads, sewer, water, storm drainage) will be constructed first and then reimbursed by fees as they subsequently come in from future development. Factors such as the size, location, and nature of required backbone infrastructure will result in the first developers having to construct more than their fair-share of infrastructure costs. Such developers will be reliant on their own project’s absorption, as well as the absorption of other projects, for reimbursement of the Improvements cost.

Another facet of the financing strategy is the way in which reimbursements for completed Improvements may be converted to fee credits. Each constructing entity may only convert reimbursements into fee credits on his/her own project. Said another way, fee credits may not be transferred from one project to another. Because of this circumstance, any one individual property owner requires the ability to develop his/her own project (to full buildout) without being contingent on whether another property owner decides to proceed with his/her development project.

As an example (see attached **Table 1**), the estimated cost of backbone infrastructure required to occupy the Project (i.e., before the first homeowner could move in) is anticipated to cost approximately \$30 million. That cost equates to approximately \$34,200 per dwelling unit (rounded) in the Project. By comparison, the Project’s ultimate fair share of that backbone infrastructure cost equates to approximately \$21.95 million, or approximately \$25,000 per unit. In this example, the Project developer will be owed a total reimbursement of approximately \$34,200 per unit. With no Project absorption restrictions (**Base Scenario**), the Project developer would convert approximately \$25,000 per unit to fee credits as the Project develops

and await the remaining \$9,200 per unit (\$8.05 million) from future reimbursement from other developers.

If the Project absorption were constrained to 40 percent of the maximum (**Constrained Scenario**), the initial backbone infrastructure cost would equate to approximately \$85,500 per unit (on 351 units). In this case, the Project developer would only be able to convert \$8.76 million to fee credits (on 351 units), leaving the Project developer with approximately \$21.23 million (\$60,500 per unit) in future cash reimbursement contingent on another developer. With no certainty regarding when the remainder of the Project could be developed and no control when another project developer may proceed, it would not be financially feasible for the Project developer to proceed with the Project. This circumstance would be further exacerbated by a potential limitation on Project land-secured financing, as described below.

### **City Facilities**

In addition, the City will be the constructing entity for a subset of the Improvements known as public facilities (e.g., fire station, police substation, municipal services center, and library). Based on the estimated pace of development as identified in the Financing Plan, the City identified the times at which certain public facilities will be required. The public facility cash flows in the Financing Plan did not assume any phasing limitation or residential versus nonresidential concurrency requirements. Depending on which projects develop, and how phasing was implemented in those projects, the City may experience difficulties funding needed public facilities when required to serve new Project residents and employees.

### **Land-Secured Financing**

Given high infrastructure needs early on, land-secured financing is anticipated to play a role for early FPASP developers. Land-secured financing pledges annual special taxes and the value of land in the district as security for repayment of municipal bonds. As a development project moves forward, the annual special taxes are borne ultimately by the end users of the property, such as homeowners or businesses. Municipal bond investors anticipate a normal progression of the special tax liability from the initial project developer to the final homeowner and business. The municipal bond market would be much less receptive to a project that was constrained by development phasing policies. Furthermore, limiting the pace of development in the Project would negatively affect the appraisal for the Project, which relies on a discounted cash value to determine the Project value.

The financing strategy also requires new development to pay annual special taxes to maintain the Improvements when they are constructed. If the proposed phasing strategy were implemented, it is possible the City may incur maintenance funding shortfalls. Such shortfalls may arise as the City might have several projects that have installed landscaping and other public facility improvements but none have been able to proceed to full buildout (e.g., because of phasing requirements). In that circumstance, revenues available may be less than annual maintenance costs.

**Table 1**  
**Folsom Russell Ranch Project**  
**Project Backbone Infrastructure Financing Example [1]**

Item	Initial Infrastructure Cost	Fair Share Obligation	Future Reimbursement
		[2]	[3] [5]
<b><u>Base Scenario</u></b>	<b><u>No Phasing Constraints</u></b>		
Estimated Total Cost	\$30,000,000	\$21,950,000	\$8,050,000
Units	878	878	
<b>Amount per Unit (Rounded)</b>	<b>\$34,200</b>	<b>\$25,000</b>	<b>\$9,200</b>
<b><u>Constrained Scenario</u></b>	<b><u>Only 40% of Project Develops [4]</u></b>		
Estimated Total Cost	\$30,000,000	\$8,775,000	\$21,225,000
Units	351	351	
<b>Amount per Unit (Rounded)</b>	<b>\$85,500</b>	<b>\$25,000</b>	<b>\$60,500</b>

"RR"

- [1] Amounts rounded in the table for illustration purposes.  
 [2] Estimated fair share obligation to backbone infrastructure based on the approved Financing Plan.  
 [3] Amount project developer is seeking to obtain in reimbursement from other FPASP property owners.  
 [4] Per letter example, only 40 percent of the project is allowed to proceed.  
 [5] Under the Constrained Scenario, approximately \$13.2 million of this reimbursement could be converted to fee credits if and when the remainder of the Project would be allowed to proceed.

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ATTACHMENT 5

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**From:** Steven Wang <swang@folsom.ca.us>  
**Sent:** Tuesday, June 10, 2014 3:03 PM  
**To:** Candy Glass  
**Cc:** Bruce Cline  
**Subject:** FW: Folsom ARDA - Mather Avigation Easements  
**Attachments:** Avigation Easement Mather SOI - 052714 - Master.doc; REDLINED Avigation Easement Mather SOI - 052714 - Master compared to Exh 2.5.5.doc

Hi Candy - FYI and please e-file.

Thank you!

Steve

-----Original Message-----

**From:** Martin B. Steiner [mailto:msteiner@hsmlaw.com]  
**Sent:** Tuesday, June 10, 2014 3:00 PM  
**To:** Bruce Cline; Steven Wang  
**Cc:** Tim Taron; Sandy King  
**Subject:** RE: Folsom ARDA - Mather Avigation Easements

Bruce,

Thanks. That should work out fine.

My secretary has prepared the attached Master Avigation Easement that we will be using to prepare our 14 sets. Also attached is our redline showing the minor re-formatting of paragraphs and a few changes relating to Grantor as singular instead of plural.

Thanks again for your help on this.

Marty

Martin B. Steiner, Esq.  
Hefner, Stark & Marois LLP  
Phone: 916.925.6620  
Direct: 916.567.7331

-----Original Message-----

**From:** Bruce Cline [mailto:bcline@folsom.ca.us]  
**Sent:** Tuesday, June 10, 2014 2:34 PM  
**To:** Martin B. Steiner; Steven Wang  
**Cc:** Tim Taron  
**Subject:** FW: Folsom ARDA - Mather Avigation Easements

Per the string of emails below, Mr. Michael Morse will be signing them and the Dep County Counsel has reviewed again and approved. So, my request is that the owners (Tim and Marty) get the Avigation easements in final form with all the property owners (let's have another matrix) and get the signatures from each owner with the document completely filled out. Then we will transmit them to the County for original signatures.

Does that work?

Bruce

-----Original Message-----

From: Bruce Cline  
Sent: Tuesday, June 10, 2014 2:28 PM  
To: 'McElhern, Diane'; Morse, Michael; Whitman, Krista  
Cc: Taylor, Bree; Moulton, Kelly; Rickelton, Glen; Gasaway, Jeff  
Subject: RE: Folsom ARDA - Mather Avigation Easements

Thank you for the prompt review. The City will provide 13 copies to Mr. Morse shortly. Presently we have 13 owners moving a DA through. We will also follow up with the remaining owners. The documents will all be in a form for final signature, signed by the Owner before delivering to the County.

Bruce Cline

-----Original Message-----

From: McElhern, Diane [mailto:mcelhernd@saccounty.net]  
Sent: Tuesday, June 10, 2014 2:24 PM  
To: Bruce Cline; Morse, Michael; Whitman, Krista  
Cc: Taylor, Bree; Moulton, Kelly; Rickelton, Glen; Gasaway, Jeff  
Subject: RE: Folsom ARDA - Mather Avigation Easements

I am fine with the format. Mike, please go ahead and sign.

Diane E. McElhern  
Deputy County Counsel  
(916) 874-8900

-----Original Message-----

From: Bruce Cline [mailto:bcline@folsom.ca.us]  
Sent: Tuesday, June 10, 2014 11:44 AM  
To: Morse, Michael; Whitman, Krista  
Cc: Taylor, Bree; Moulton, Kelly; Rickelton, Glen; McElhern, Diane; Gasaway, Jeff  
Subject: RE: Folsom ARDA - Mather Avigation Easements

Thank you,

Anyone feel free to call with questions. This easement and language went back and forth the County at the time of the annexation.

Bruce Cline

-----Original Message-----

From: Morse, Michael [mailto:morsem@SacCounty.NET]  
Sent: Tuesday, June 10, 2014 11:38 AM  
To: Whitman, Krista  
Cc: Taylor, Bree; Bruce Cline; Moulton, Kelly; Rickelton, Glen; McElhern, Diane; Gasaway, Jeff



Subject: Re: Folsom ARDA - Mather Avigation Easements

I will sign it. I'd like to have our Real Estate staff take a look at it if we have time, unless Krista/Diane are comfortable with it?

Thanks

Mike

Sent from my iPad

On Jun 10, 2014, at 11:25 AM, "Whitman. Krista" <whitmank@saccounty.net<mailto:whitmank@saccounty.net>> wrote:

I don't think anyone from our Office would sign. Perhaps it's Michael.

From: Taylor. Bree  
Sent: Tuesday, June 10, 2014 11:16 AM  
To: Bruce Cline; Whitman. Krista  
Cc: Moulton. Kelly; Rickelton. Glen; Morse. Michael  
Subject: RE: Folsom ARDA - Mather Avigation Easements

Hi Krista,

Can you please assist Bruce with his request?

Michael Morse is the Director of General Services. I have copied him on this email.

Bree Taylor  
Noise & Sustainability Programs Coordinator Planning & Environment Sacramento County Department of Airports  
916.874.0483  
<http://www.sacramento.aero/scas/environment/noise/>

From: Bruce Cline <bcline@folsom.ca.us<mailto:bcline@folsom.ca.us>>  
Date: June 10, 2014, 10:31:06 AM PDT  
To: "Rickelton. Glen" <RickeltonG@saccounty.net<mailto:RickeltonG@saccounty.net>>  
Subject: FW: Folsom ARDA - Mather Avigation Easements Glen,

We are processing the Avigation Easement required as part of the Annexation and our Tier I and Amended and Restated DA.

The approved form from a couple years ago required signature by Director of General Services. Can you provide me with the name and email of the County Counsel (Krista Whitman?) you deal with on these matters and the name and contact info for the Director of Gen Services.

Thank you

Bruce Cline

From: Martin B. Steiner [mailto:msteiner@hsmlaw.com]  
Sent: Tuesday, June 10, 2014 10:12 AM

To: Steven Wang; Candy Glass  
Cc: 'Jim Ray'; Tim Taron; 'Martha Lofgren'; Sandy King  
Subject: Folsom ARDA - Mather Avigation Easements

Steve (and Candy),

As discussed, our office will be preparing the Avigation Easements for each of the Property Owners that are required by Section 2.2.5 of the ARDA to be recorded prior to or concurrently with the recording of the ARDA.

Attached is the form that we will be using to generate the final documents.

One thing we noticed is that this form includes pages for acceptance of this easement by both the County and the City, which raises two concerns:

- Pages 5 - 8 of this form (although included in the packages sent to the Planning Commission and Council) were not included in the Execution Versions of the ARDA. Candy may want to add these pages to the execution versions (perhaps by labeling the additional pages as 69a, 69b, 69c and 69d); and
- Since someone at the County will need to sign the acceptance of each Easement, we will likely need the City's help in getting the appropriate person at the County lined up and prepared to receive and sign them relatively quickly for return to the City for concurrent recording with the ARDAs.

Thanks again for your help on this.

Marty

Martin B. Steiner, Esq.  
Hefner, Stark & Marois LLP  
2150 River Plaza Drive, Suite 450  
Sacramento, CA 95833  
Phone: 916.925.6620  
Fax: 916.925.1127  
Direct: 916.567.7331

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If you are not the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this email and any attachments thereto.

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ATTACHMENT 6

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Exempt from:  
Recording Fees, pursuant to Govt Code Section 27383;  
and  
Documentary Transfer Tax, pursuant to  
Revenue & Taxation Code Section 11922



Sacramento County Recorder  
David Villanueva, Clerk/Recorder  
BOOK **20140715** PAGE **0406** ✓  
Tuesday, JUL 15, 2014 9:38:36 AM  
Ttl Pd \$0.00 Rcpt # 0008277903  
TML/85/1-10

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

CITY CLERK  
CITY OF FOLSOM  
50 NATOMA STREET  
FOLSOM, CALIFORNIA 95630

### GRANT OF AVIGATION EASEMENT

The Grant of Avigation Easement (herein collectively referred to as "Avigation Easement"), is made on July 2, 2014, by and between TNHC Russell Ranch, LLC, a Delaware limited liability company (herein referred to as "Grantor"), the County of Sacramento, a Political Subdivision of the State of California, acting by and through its Board of Supervisors and the City of Folsom, a municipal corporation, acting by and through its City Council (herein collectively referred to as "Grantees") with reference to the following facts:

A. Grantor owns real property in the City of Folsom, Sacramento County, California ("Grantor's Property"). The legal description for Grantor's Property is attached as Exhibit "A". Grantor's Property includes the air space above it.

B. The County of Sacramento owns and operates Sacramento Mather Airport in Sacramento County, California (the "Airport").

C. The Airport is a General Aviation airport for the region and also has various other aviation and related activity. Grantor and Grantees recognize and understand that the Airport will grow and traffic will increase over time.

D. Grantor has requested and received certain land use approvals including a Specific Plan (the "Folsom Specific Plan") and a Tier 1 Development Agreement. The land use approval requires Grantor to record an Avigation Easement on its property prior to or concurrently with the execution of its pending Amended and Restated Tier 1 Development Agreement (the "Restated Development Agreement") to address rights and obligations for future development of Grantor's Property. This Avigation Easement is a negotiated term of Grantor's Restated Development Agreement and the Tier 1 Development Agreement between the City of Folsom and all landowners in the Folsom Specific Plan.

E. Grantor has requested and in consideration for the land use approval, Grantor has agreed to grant the County of Sacramento and the City of Folsom the Avigation Easement described below.



Folsom File No. 174-21 14-026



NOW, THEREFORE, the parties agree as follows:

**Section 1. Grant of Avigation Easement**

A. For valuable consideration, Grantor grants to the County of Sacramento and the City of Folsom a perpetual, nonexclusive, assignable Avigation Easement in and over Grantor's Property for noise and other negative impacts resulting from aircraft flying to and from, and other operations at the Airport ("Airport Operations") and a right-of-way for the free and unrestricted passage of aircraft of any and all kinds now or hereafter known in, through, across and about the airspace beginning at an altitude of one thousand (1000) feet above the top of the highest obstacle on Grantor's Property (hereinafter "Permitted Airspace"). This Avigation Easement specifically permits the imposition of light, smoke, air currents, electronic or other emissions, vibrations, discomfort, inconvenience, and interference with use and enjoyment resulting from Airport Operations producing noise. This Avigation Easement is fully effective as of the date set forth above.

B. Such Avigation Easement and right-of-way includes, but is not limited to:

1. The Avigation Easement and right-of-way is for the use and benefit of the public and includes the continuing right to fly, or cause or permit the flight by any and all persons, of aircraft, of any and all kinds now or hereafter known, in, through, across or about any portion of the Permitted Airspace; and

2. The right to cause or create, permit or allow to be caused or created within all space above the existing surface of said Grantor's Property and any and all airspace laterally adjacent to said Grantor's Property, such noise, vibration, current and other effects of air, illumination and fuel consumption as may be inherent in, or may arise or occur from Airport Operations, or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air within the Permitted Airspace; and

3. Nothing in this easement is intended to or shall it be interpreted to alter noise standards and methods of measurements or permit noise or vibration in excess of the standards utilized by the Federal Aviation Administration.

4. A continuing right to clear, and keep clear the Permitted Airspace and extending upwards thereafter (as necessary for air transportation or air operation purposes) of any portions of building, structures, or improvements of any and all kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees or other things which extend into or above said Permitted Airspace and the right to cut to those portions of any trees which extend into or above the Permitted Airspace; and

5. The right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures or other improvements, and trees or other objects, which extend into or above the Permitted Airspace; and

6. The right to ingress to, passage within, and egress from the hereinabove described Grantor's Property for the purposes described in subparagraphs "4" and "5" above.

C. Grantor, on behalf of itself, its successors and assigns, hereby covenants with the County of Sacramento and the City of Folsom and for the direct benefit of the real property constituting Sacramento Mather Airport as follows:

1. That Grantor, its successors and assigns will not construct, install, permit or allow any building, structure, improvement, tree, or other object on the Grantor's Property described herein, to extend into or above the Permitted Airspace, or to obstruct or interfere with the use of the Avigation Easement and right-of-way herein granted.

2. Nothing in the Avigation Easement is intended to nor shall it affect Grantor's land use rights or require any additional land use review beyond that ordinarily required in the land use entitlement process.

D. The Avigation Easement and right-of-way granted herein shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the Sacramento Mather Airport, and shall further be deemed in gross, being conveyed to the Grantees for the benefit of the Grantees and any and all members of the general public who may use said Avigation Easement or right-of-way or derive benefit from the taking off from, landing upon or operating such aircraft in or about the said Sacramento Mather Airport, or in otherwise flying through said Permitted Airspace.

E. This Avigation Easement shall not operate to deprive the Grantor, its successors or assigns, of any rights, which it may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft or any other rights, claims or causes of action that are not inconsistent with the Avigation Easement granted herein.

F. These covenants and agreement run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and for the purpose of this instrument, the Grantor's Property as described in Exhibit "A" is the servient tenement and said Sacramento Mather Airport is the dominant tenement.

## **Section 2. Release**

Grantor releases the City of Folsom, the County of Sacramento and Airport operators and aircraft operators using the Airport from any claims, losses, liabilities or expenses (collectively, "Losses") arising from the impositions permitted by this Avigation Easement, as well as from noise and other negative impacts resulting from Airport Operations prior to the date of this Avigation Easement. This Release covers all past, present and future Losses, whether known or unknown. This Release includes damages for physical or emotional injuries, nuisance or any taking of Grantor's Property. Grantor specifically waives application of California Civil Code, Section 1542, which provides as follows:

"A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor."

Grantor shall not sue for damages in connection with Losses released by this Avigation Easement, nor seek to enjoin the impositions permitted by this Avigation Easement. The County of Sacramento will not have to set aside buffer lands, re-route air traffic, erect sound or other barriers, establish curfews, relocate Airport Operations or take other measures to eliminate or lessen the impositions permitted by this Avigation Easement. Flights paths may be altered or modified from time to time by the Federal Aviation Administration or the County of Sacramento to fly over Grantor's Property.

**Section 3. Continuous Benefits and Burdens**

This Avigation Easement burdens the Grantor's Property for the benefit of the Airport. It runs with the land under California Civil Code Section 1468. The benefits and burdens created by this instrument apply to and bind the parties' successors, heirs and assigns.


Grantor agrees that in any marketing material regarding transfers, in whole or in part, of the Grantor's Property, this Avigation Easement and the terms thereof shall be disclosed. In addition, Grantor agrees that it will inform all interested parties including, but not limited to, those holding liens or encumbrances on all or a portion of the Property, about this Avigation Easement and shall provide a copy of this Avigation Easement if they so request.

**Section 4. Recordation**

The County of Sacramento shall record this document in the Official Records of Sacramento County.

**GRANTOR:**

TNHC RUSSELL RANCH, LLC,  
a Delaware Limited Liability Company

By:   
Name: Ashley J. Feeney  
Title: Senior Vice President  
Date: 6/20/2014



**CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT**

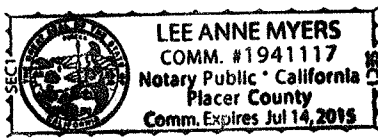
State of California }  
County of ~~Sacramento~~ Placer }

On 6-20-2014, before me, Lee Anne Myers, Notary Public,

Personally appeared Ashley J. Feeney

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~ are subscribed to the within instrument and acknowledged to me that ~~he~~ she/they executed the same in ~~his~~ her/their authorized capacity(ies), and that by ~~his~~ her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the forgoing paragraph is true and correct.



WITNESS my hand and official seal.

SIGNATURE *Lee Anne Myers*

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

**Description of attached document**


Title or type of document: \_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: None

**CERTIFICATE OF ACCEPTANCE**

This is to certify that the interest in real property conveyed by the within deed, the provisions of which are incorporated by this reference as though fully set forth in this Certification, to the County of Sacramento, a political subdivision of the State of California, is hereby accepted by the undersigned officer pursuant to authority conferred by Resolution No. 2011-0011 of the Board of Supervisors of said County adopted on January 11, 2011, and the Grantee consents to recordation thereof by its duly authorized officer.



\_\_\_\_\_  
Director of General Services

7/1/14

\_\_\_\_\_  
Date

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

STATE OF California

COUNTY OF Sacramento

On 7/1/2014 before me, Sonja Bartley, notary public,  
date name of notary officer

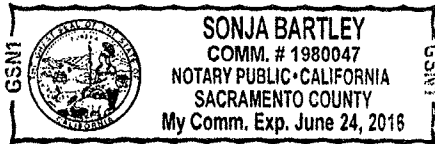
personally appeared Michael Manning Morse,  
name(s) of signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Sonja Bartley  
 Signature of Notary



-----OPTIONAL SECTION-----

**CAPACITY CLAIMED BY SIGNER**

Though statute does not require the Notary to fill in the data below, doing so may prove invaluable to persons relying on the document.

- INDIVIDUAL
- CORPORATE OFFICER(S)

- Title(s)
- PARTNER(S)       LIMITED
  - GENERAL

- ATTORNEY-IN-FACT
- TRUSTEE(S)
- GUARDIAN/CONSERVATOR
- OTHER: \_\_\_\_\_

**SIGNER IS REPRESENTING:**  
 Name of Person(s) or entity(ies)

\_\_\_\_\_  
 \_\_\_\_\_

**OPTIONAL SECTION:**

DATA REQUESTED HERE IS NOT REQUIRED BY LAW.


TITLE OR TYPE OF DOCUMENT: \_\_\_\_\_

NUMBER OF PAGES \_\_\_\_\_ DATE \_\_\_\_\_

SIGNER(S) OTHER THAN NAMED ABOVE \_\_\_\_\_

**CITY OF FOLSOM  
CERTIFICATE OF ACCEPTANCE**

This is to certify that the interest in the real property conveyed by the within Deed, the provisions of which are incorporated by this reference as though fully set forth in this Certification, to the City of Folsom, a political subdivision of the State of California, is hereby accepted by the undersigned officer pursuant to authority conferred by Resolution No. 2435 of the City Council of said City adopted on July 18, 1988, and the Grantee consents to recordation thereof by its duly authorized officer.

Signature & Date:  7/2/2014  
Evert W. Palmer  
City of Folsom  
City Manager

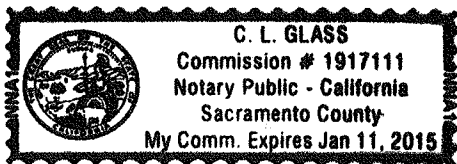
**CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT**

State of California }  
County of Sacramento }

On JULY 2, 2014, before me, C.L. GLASS, Notary  
Public, personally appeared Evert W. Palmer

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/~~she~~/they executed the same in his/~~her~~/their authorized capacity(ies), and that by his/~~her~~/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the forgoing paragraph is true and correct.



WITNESS my hand and official seal.

SIGNATURE 

PLACE NOTARY SEAL ABOVE

**EXHIBIT A**  
**TNHC RUSSELL RANCH, LLC PARCELS**

All that certain real property situated in the City of Folsom, County of Sacramento, State of California as described in Book 20130523 at Page 1119 Official Records and being more particularly described as follows:

**Parcel 1:**

All that portion of Sections 10 and 15, Township 9 North, Range 8 East, M. D. B. & M., according to the official plat thereof, described as follows: Beginning at the Northeast corner of the Northwest one-quarter of the Northwest one-quarter of said Section 15; thence from said point of beginning along the Easterly line of said Northeast one-quarter of said Northeast one-quarter South 02°00'09" West 73.55 feet; thence North 64°55'44" West 322.21 feet; thence North 58°37'23" East 335.68 feet to the Easterly line of the Southwest one-quarter of the Southwest one-quarter of said Section 10; thence along last said Easterly line South 01°53'16" East 237.94 feet to the point of beginning.

Being Parcel No. 6 as shown on that certain "Lot Line Adjustment" and "Conditional Certificate of Compliance", recorded August 18, 1989, in Book 89-08-18 of Official Records, at Pages 1679 and 1687.

**Parcel 2:** All that portion of Sections 9, 10, 15 and 16, Township 9 North, Range 8 East, M. D. B. & M., according to the official plat thereof, described as follows:

Beginning at the intersection of the Southerly line of State of California Interstate Freeway Route 50, with the Easterly line of "Parcel A", as shown on that certain Parcel Map recorded in the office of the Recorder of Sacramento County, in Book 55 of Parcel Maps, at Page 8; thence from said point of beginning along the boundary of said "Parcel A" the following two courses; (1) South 02°06'07" East 171.36 feet and (2) South 01°53'16" East 1 058.43 feet; thence South 58°37'23" West 335.68 feet; thence South 64°55'44" East 322.21 feet to said boundary of "Parcel A"; thence along said boundary of "Parcel A" the following eighteen (18) courses: (1) South 02°00'09" West 1364.64 feet, (2) North 88°22'57" East 2656.26 feet, (3) South 01°44'08" East 1195.41 feet, (4) South 31°15'15" East 1114.76 feet, (5) South 26°57'57" West 556.95 feet, (6) South 37°34'42" West 433.33 feet, (7) South 01°27'14" East 968.15 feet, (8) South 68°49'49" West 1310.48 feet, (9) North 00°04'51" West 2687.74 feet, (10) South 88°48'56" West 2646.14 feet, (11) South 89°02'34" West 1210.30 feet, (12) North 38°51'54" West 1190.34 feet,

(13) curving to the left on an arc of 1943.03 feet radius, said arc being subtended by a chord bearing North 45°25'09" West 443.56 feet, (14) North 51°58'24" West 626.27 feet, (15) curving to the right on an arc of 2831.79 feet radius, said arc being subtended by a chord bearing North 43°57'16" West 790.07 feet, (16) North 35°56'08" West 503.26 feet, (17) North 88°54'43" East 2190.88 feet and (18) North 01°09'41" West 739.99 feet to the Southerly line of said California Interstate Freeway Route 50; thence along last said Southerly line the following four (4) courses: (1) North 85°56'40" East 369.73 feet, (2) curving to the left on an arc of 3750.00 feet radius, from a radial bearing of South 02°54'24" East, said arc being subtended by a chord bearing North 78°53'44" East 1069.43 feet, (3) North 63°58'32" East 1293.83 feet and (4) North 65°03'56" East 40.82 feet to the point of beginning.

The basis of bearing of these descriptions is identical with that of that certain record of survey recorded in the office of the Recorder of Sacramento County in Book 39 of Surveys, at Page 6.

Being Parcel No. 7 as shown on that certain "Lot Line Adjustment" and "Conditional Certificate of Compliance", recorded August 18, 1989, in Book 89-08-18 of Official Records, at Pages 1679 and 1687. Excepting therefrom all that portion of above described Parcel lying within the Northeast 1/4 of the Southeast 1/4 of Section 15, Township 9 North, Range 8 East, M.D.B. & M., all the gold or silver beneath surface of the land and the right to work said gold and silver mines in any manner without disturbing said surface; as reserved in Deed dated September 24, 1891, recorded February 21, 1899, in Book 166 of Deeds, Page 115, executed by C.T.H. Palmer, etc., to William Carpenter.

APNs 072-0070-033, 072-0270-138