5 ERRATA

5.1 INTRODUCTION

This chapter shows revisions to the DEIR/DEIS, subsequent to the document's publication and public review. The revisions are presented in the order in which they appear in the DEIR/DEIS and are identified by page number in respective chapters. These revisions are shown as excerpts from the DEIR/DEIS, with strikethrough (~~strikethrough~~) text in indicate deletions and underlined (underlined) text to indicate additions.

5.2 REVISIONS TO THE DEIR/DEIS

TABLE OF CONTENTS

The text in the Table of Contents regarding Appendix M is hereby revised as follows:

M Water Facilities

M1 Water Supply Assessment and Master Plan

M2 2007 Wagner and Bonsignore Evaluation

M3 City of Folsom and Sacramento County Water Agency Memorandum of Understanding for Use of Freeport Regional Project Facilities (Draft)

M4 Air Quality Calculations

M5 Biology Letter Report and Supporting Reference Materials

M6 Archaeological Report

M7 Hazardous Materials Database Search

M8 Sacramento Method Rainfall Zone

M9 SWRI Modeling Results Return Flow Conditions

EXECUTIVE SUMMARY

The following text is hereby added following the last bullet before "Project Characteristics" on page ES-2:

- Sacramento Municipal Utility District

The text of Section ES7.3, "Resource Impact Minimization Alternative," on page ES-5 is hereby revised as follows:

> This alternative would include a larger area of high-quality biological habitat in the proposed preserve area than under the Proposed Project Alternative, and would also preserve many ~~all~~ of the on-site cultural resources that would be eligible for listing on the California Register of Historical Resources and National Register of Historic Places.

CHAPTER 1, "INTRODUCTION"

The following text is hereby added before the first bullet under "Regional and Local Responsible Agencies" on page 1-13:

- Sacramento Municipal Utility District

The second bullet under Section 1.6.3 on page 1-14 is hereby revised as follows:

- **U.S. Bureau of Reclamation:** approval of Assignment of 8,000 AFY from NCMWC to City of Folsom, Water Service Contract Amendment for Change in Water Supply Delivery Schedule from Agriculture to M&I, addition of the Freeport Project as an additional point of diversion under NCMWC's settlement contract, and approval of an Encroachment Permit for Folsom South Canal Crossing.

The following text in Table 1-1 on page 1-28 is hereby revised as follows:

SMUD	Sacramento Municipal ~~Utilities~~ Utility District

The following text is hereby added following the fifth bullet after "Regional and Local Actions/Permits" on page 1-15:

- **El Dorado Irrigation District**: approval of a Facility Improvement Letter and a Facility Plan Report specifying improvements necessary to provide water and wastewater services to that portion of the SPA that is within the EID service area.

CHAPTER 2, "ALTERNATIVES"

The third sentence in the first paragraph under "On-site Water" on page 2-6 is hereby revised as follows:

> In the EID service area (illustrated in Exhibit 2-6), EID would provide water service. No water infrastructure is currently present in the SPA; a conceptual diagram of water distribution infrastructure is presented on Exhibit 2-7, although this depiction does not indicate EID's approval of the conceptual locations.

The second sentence under "Sewer" on page 2-26 is hereby revised as follows:

> The Wastewater Division discharges its wastewater into ~~County systems;~~ the Sacramento Regional County Sanitation District (SRCSD) ~~and County Sanitation District No. 1 (CSD-1)~~ interceptor system for conveyance and treatment at the SRCSD's regional facility.

The first paragraph on page 2-33 is hereby revised as follows:

> The exact locations for these substations have not been defined; however, the approximate locations would be near the intersection of Easton Valley Parkway and Rowberry Drive, near the intersection of White Rock and Scott Roads, and along Placerville Road north of Easton Valley Parkway. The number of electric substations and the aforementioned locations are based on preliminary information provided to SMUD and are subject to change if the electrical demands and/or land uses are revised. These substations would be served by extensions of existing 69-kV overhead lines. At minimum, new 69 kV overhead lines would be required along White Rock Road from Prairie City Road to Placerville Road and along Placerville Road from White Rock Road to Highway 50. Additional overhead 69 kV routes would be required, based on the locations of the distribution substation sites.

The first paragraph under Section 2.3.4, "Resource Impact Minimization Alternative," on page 2-45 is hereby revised as follows:

> This alternative would include additional areas of high-quality biological habitat in the proposed preserve area, and would also preserve many ~~all~~ of the on-site cultural resources that would be eligible for listing on the California Register of Historical Resources/National Register of Historic Places.

The text in Tables 2-4 and 2-5 on page 2-45 is hereby revised as follows:

Table 2-4
Summary Comparison of Residential Development under the No USACE Permit Alternative and the Proposed Project Alternative

Land Use Type	No USACE Permit Alternative			Proposed Project Alternative		
	Acres	du/ac[1]	Units	Acres	du/ac[1]	Units
Single Family	795.8	3	2,388	~~560.7~~ 557.8	3	1,687
Single Family High Density	204.9	5.5	1,127	~~531.2~~ 532.5	5.5	2,933
Multi-Family Low Density	147.0	9	1,323	~~268.5~~ 266.7	9	2,434
Multi-Family Medium Density	54.5	18	981	~~66.9~~ 67.0	18	1,224
Multi-Family High Density	8.4	25	210	49.9	25	1,251
Mixed Use	28.7	12	344	59.1	12	681
Total	**1,239.3**		**6,373**	**~~1,536.3~~ 1,533**		**10,210**

[1] du/ac = dwelling units per acre
Source: MacKay & Somps 2008, Torrance Planning 2009

Table 2-5
Summary Comparison of Commercial and Industrial Development under the No USACE Permit Alternative and the Proposed Project Alternative

Land Use Type	No USACE Permit Alternative Acres	Proposed Project Alternative Acres
Office Park	73.9	~~20~~ 89.2
Community Commercial	7.2	~~133~~ 38.8
General Commercial	177.6	~~86~~ 212.9
Regional Commercial	131.7	~~282~~ 110.8
Total	**390.4**	**~~521~~ 451.7**

Source: MacKay & Somps 2008, Torrance Planning 2009

The text in Tables 2-6 and 2-7 on page 2-46 is hereby revised as follows:

Table 2-6
Summary Comparison of Residential Development under the Resource Impact Minimization Alternative and the Proposed Project Alternative

Land Use Type	Resource Impact Minimization Alternative			Proposed Project Alternative		
	Acres	du/ac[1]	Units	Acres	du/ac[1]	Units
Single Family	504.5	3	1,513	~~560.7~~ 557.8	3	1,687
Single Family High Density	491.5	5.5	2,703	~~531.2~~ 532.5	5.5	2,933
Multi-Family Low Density	245.9	9	2,213	~~268.5~~ 266.7	9	2,434
Multi-Family Medium Density	52.3	18	942	~~66.9~~ 67.0	18	1,224
Multi-Family High Density	11.5	25	287	49.9	25	1,251
Mixed Use	25.6	12	307	59.1	12	681
Total	**1,331.3**		**7,965**	**~~1,536.3~~ 1,533**		**10,210**

Note:
[1] du/ac = dwelling units per acre
Sources: MacKay & Somps 2008, Torrance Planning 2009

Table 2-7
Summary Comparison of Commercial and Industrial Development under the Resource Impact Minimization Alternative and the Proposed Project Alternative

Land Use Type	Resource Impact Minimization Alternative Acres	Proposed Project Alternative Acres
Office Park	52.1	89.2
Community Commercial	15.4	~~38.9~~ 38.8
General Commercial	161.3	~~213.1~~ 212.9
Regional Commercial	110.7	110.8
Total	**339.5**	**~~452~~ 451.7**

Source: MacKay & Somps 2008, Torrance Planning 2009

The text in Table 2-8 on page 2-55 is hereby revised as follows:

Table 2-8
Summary Comparison of Residential Development under the Centralized Development Alternative and the Proposed Project Alternative

Land Use Type	Centralized Development Alternative			Proposed Project Alternative		
	Acres	du/ac[1]	Units	Acres	du/ac[1]	Units
Single Family	213.7	3	641	~~560.7~~ 557.8	3	1,687
Single Family High Density	473.1	5.5	2,602	~~531.2~~ 532.5	5.5	2,933
Multi-Family Low Density	282.4	9	2,542	~~268.5~~ 266.7	9	2,434
Multi-Family Medium Density	113.6	18	2,044	~~66.9~~ 67.0	18	1,224
Multi-Family High Density	30.5	25	764	49.9	25	1,251
Mixed Use	36.1	12	433	59.1	12	681
Total	**1,149.4**		**9,026**	**~~1,536.3~~ 1,533**		**10,210**

Note:
[1] du/ac = dwelling units per acre
Source: MacKay & Somps 2008, Torrance Planning 2009

The text in Table 2-9 on page 2-56 is hereby revised as follows:

Table 2-9
Summary Comparison of Commercial and Industrial Development under the Centralized Development Alternative and the Proposed Project Alternative

Land Use Type	Centralized Development Alternative Acres	Proposed Project Alternative Acres
Office Park	112.8	89.2
Community Commercial	15.4	~~38.9~~ 38.8
General Commercial	186.6	~~213.1~~ 212.9
Regional Commercial	133.6	110.8
Total	**448.4**	**~~452~~ 451.7**

Source: MacKay & Somps 2008, Torrance Planning 2009

The text in Tables 2-10 and 2-11 on page 2-65 is hereby revised as follows:

Table 2-10
Summary Comparison of Residential Development under the Reduced Hillside Development Alternative and the Proposed Project Alternative

Land Use Type	Reduced Hillside Development Alternative			Proposed Project Alternative		
	Acres	du/ac[1]	Units	Acres	du/ac[1]	Units
Single Family	370.7	2.7	989	~~560.7~~ 557.8	3	1,687
Single Family High Density	331.0	4.9	1,619	~~531.2~~ 532.5	5.5	2,933
Multi-Family Low Density	483.2	8	3,866	~~268.5~~ 266.7	9	2,434
Multi-Family Medium Density	144.6	16	2,314	~~66.9~~ 67.0	18	1,224
Multi-Family High Density	107.1	22.2	2,380	49.9	25	1,251
Mixed Use	36.1	10.7	385	59.1	12	681
Total	**1,472.7**		**11,553**	**~~1,536.3~~ 1,533**		**10,210**

Note:
[1] du/ac = dwelling units per acre
Source: MacKay & Somps 2008, Torrance Planning 2009

Table 2-11
Summary Comparison of Commercial and Industrial Development under the Reduced Hillside Development Alternative and the Proposed Project Alternative

Land Use Type	Reduced Hillside Development Alternative Acres	Proposed Project Alternative Acres
Office Park	111.8	89.2
Community Commercial	15.4	~~38.9~~ 38.8
General Commercial	210.1	~~213.1~~ 212.9
Regional Commercial	133.6	110.8
Total	**470.9**	**~~452~~ 451.7**

Source: MacKay & Somps 2008, Torrance Planning 2009

The text under "Additional Avoidance Alternative," on pages 2-65 and 2-66 is hereby revised as follows:

> The Additional Avoidance Alternative would include the following additional areas where waters of the U.S., including wetlands, would be avoided:
>
> ~~► an intermittent drainage in the southwest portion of the SPA, in Community Commercial, Multi-Family Low Density, and Single Family High Density areas between the existing electrical transmission line easement and Prairie City Road;~~
>
> ► an intermittent drainage and seasonal swale on the north-central portion of the SPA, in Regional Commercial, General Commercial, and Single Family High Density areas on both sides of Scott Road at Easton Valley Parkway;
>
> ► an artificial-made ditch on the western portion of the SPA, in a Single Family area south of Easton Valley Parkway and west of the electrical transmission line easement; and
>
> ~~► an intermittent drainage in an Open Space area near the northeast corner of the SPA.~~
>
> Implementation of the Additional Avoidance Alternative would reduce the acreage of impacted waters of the U.S., including wetlands, by ~~4.26~~ 3.19acres. However, this alternative would also remove the frontage for the Regional Commercial parcel along both Scott Road and Easton Valley Parkway. The loss of street frontage and the changes to the shape of the parcel would render the primary retail component of the project infeasible. Without a feasible regional commercial project component, this alternative would not meet Objective 7 (provide neighborhood- and regional-serving retail areas within the SPA) and potentially would not meet Objective 11 (generate positive fiscal impacts for the City through development within the SPA).

The third paragraph on page 2-80 is hereby revised as follows:

> A complete listing and screening process for other water supply and conveyance alternatives considered in this EIR/EIS, but not carried forward for equal-level analysis, is described in Section 2.8~~15~~ below.

The fourth paragraph on page 2-81 is hereby revised as follows:

> NCMWC currently serves about 33,200 acres in Sacramento and Sutter Counties. Exhibit 2-22 illustrates the boundaries of the NCMWC service area. NCMWC maintains appropriative water rights to the Sacramento River pursuant to Water Right Licenses 1050, 2814, 3109, 3110, and 9794 and Permit 19400. NCMWC and Reclamation signed Settlement Contract No. 14-06-200-885A-R-1 to address the CVP's effect on those licenses and that permit under that contract. NCMWC diverts base supply[1] and CVP water[2] from the Sacramento River. This contract is effective through March 31, 2045. This contract obligates Reclamation to deliver the base supply of 98,000 AFY and "Project Water" supply of 22,000 AFY for a combined total of 120,200 AFY. The City's assigned water supply from NCWMC would consist of 8,000 AFY of "Project" water, with no assignment or rescheduling of base supply proposed. "Project" water and base supply are defined in Article 1 of NCMWC's CVP settlement contract.

The third paragraph on page 2-82 is hereby revised as follows:

> As part of the Off-site Water Facility Alternatives and pursuant to Section 4.3 of the Second Amended Joint Exercise of Powers Agreement Concerning the Freeport Regional Water Authority, the City would enter into an Agreement for Delivery of Water (Delivery Agreement) with SCWA for the right to use up to an average of 6.5 mgd of SCWA's Freeport Project dedicated capacity. Under the Delivery Agreement, SCWA would wheel[3] the NCMWC's CVP contract supplies from the Sacramento River through the Freeport Project and to the bifurcation point where SCWA's and EBMUD's joint facilities end. Execution

of the Delivery Agreement also would entail review and compliance with all applicable agreements related to operation of the Freeport Project. Of the Freeport Project's major facilities, the Off-site Water Facility Alternatives would use capacity within one or more of the following:

The last paragraph on page 2-100 is hereby revised as follows:

A small portion of the SPA is located within the EID service area. For this reason, the City initially considered water supplies from EID as a potential source of potable water for the SPA. ~~EID has two water contracts with Reclamation, for a total of 32,000 AFY from the South Fork of the American River, along with an application submitted for a Fazio Water[7] contract. Due to proximity, the SPA would need to be served by the El Dorado Hills Supply Area.~~ EID has two contracts with Reclamation for supplies from Folsom Reservoir. As dicsussed on page 2-100, these contracts ~~, for a~~ total ~~of~~ 24,550 ~~32,000~~ AFY and consist of a 7,550 AF CVP water service contract, and a 40-year Warren Act Contract that allows EID to convey 17,000 AF subject to EID's water-right permit through Reclamation facilities ~~that authorizes EID to convey non-CVP supplies~~ from the South Fork of the American River ~~through Reclamation facilities~~, along with an application submitted for a Fazio Water contract. EID also maintains a Western/Eastern Area supply of 36,000 AF, consisting of 15,080 AF from the Federal Energy Regulatory Commission Project 184 and approximately 20,920 AF from Sly Park's Jenkinson Lake (EID 2009).

The fifth paragraph on page 2-101 is hereby revised as follows:

In its pursuit of water supplies for the Folsom Specific Plan development, the City considered several non-potable sources including process water from Granite's proposed Walltown Quarry, Groundwater Extraction and Treatment (GET) Water from Aerojet, and recycled water from SRCSD and EID. At the time of writing of this EIR/EIS, none of these sources has materialized to a point where they could be considered for the purposes of environmental analysis based on existing institutional issues. Further, the use of non-potable water supplies would only address one sector of demand within the Folsom Specific Plan and would not address the potable water supply demand component of the proposed development.

The last paragraph on page 2-101 is hereby revised as follows:

A small portion of the SPA is located within the EID service area. For this reason, the City initially considered water supplies from EID as a potential source of potable water for the Folsom Specific Plan. EID has two water contracts with Reclamation for supplies from Folsom Reservoir. These contracts ~~, for a~~ total ~~of~~ 24,550 ~~32,000~~ AFY and consist of a 7,550 AF water service contract and 17,000 AF from a 40-year Warren Act contract from the South Fork of the American River, along with an application submitted for a Fazio Water contract. EID also maintains a Western/Eastern Area supply of 36,000 AF, consisting of 15,080 AF from the Federal Energy Regulatory Commission (FERC) Project 184 and approximately 20,920 AF from Sly Park's Jenkinson Lake (EID 2009).

The first sentence of the fifth paragraph on page 2-102 is hereby revised as follows:

In its pursuit of water supplies for the Folsom Specific Plan development, the City considered several non-potable sources including process water from Granite's proposed Walltown Quarry, Groundwater Extraction and Treatment (GET) Water from Aerojet, and recycled water from SRCSD and EID.

SECTION 3.1.2 INTEGRATION OF "LAND" AND "WATER" ALTERNATIVES FOR DEVELOPMENT

The following text is hereby added following the fourth paragraph on page 3-2:

The analyses in the 3B "Water" sections reflect certain assumptions concerning the proposed water supply. As noted in Chapter 1, "Introduction" (pages 1-12 to 1-13), under Natomas' CVP settlement contract, Reclamation's approval is necessary to implement the proposed assignment of 8,000 af/yr of "Project" water available under that contract to the City. As discussed in Chapter 2, "Alternatives" (pages 2-80 to 2-82), the analysis of impacts located within Chapters 3 and 4 assumes that Reclamation would approve the assignment under the following conditions:

- NCMWC may divert its full contract supplies of 120,200 AFY in any given year, consistent with USBR's long-term renewal of NCMWC's Settlement Contract (2005), for the duration of its 40-year contract;
- Diversion of the assigned water would be shifted from a seasonal agricultural delivery schedule to a year-round M&I schedule;
- The 25% diversion reduction in certain critical years stated in Article 5(a) of Natomas' CVP settlement contract would govern the City's diversions of the assigned water following the assignment; and
- Diversion of the assigned water would occur at the Freeport Regional Water Authority's facility and within that facility's existing capacity.

Assuming that Reclamation approves the proposed assignment, it may seek to do so under different conditions, including different or additional shortage or limited liability provisions. Reclamation may need to prepare a supplemental or subsequent EIS to support any decision to approve the proposed assignment. In such an instance, Reclamation would be the NEPA lead Federal agency. To the extent further CEQA analysis is required, the City would be the CEQA lead agency. Reclamation may also be required to undertake further environmental analyses to comply with other Federal laws, such as the Endangered Species Act.

SECTION 3A.1 "AESTHETICS - LAND"

The text under Mitigation Measure 3A.1-1 on page 3A.1-25 is hereby revised as follows:

Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.

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

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

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

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

3. Maintenance: in perpetuity

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

The text under Mitigation Measure 3A.1-4 on page 3A.1-25 is hereby revised as follows:

Mitigation Measure 3A.1-4: Screen Construction Staging Areas.

The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans and building permits for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.

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

Timing: Before approval of grading plans ~~and building permits~~ and during construction for all project phases.

The text of the second bullet under Mitigation Measure 3A.1-5 on page 3A.1-32 is hereby revised as follows:

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

- ~~Place and shield or screen f~~Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security ~~so as not to disturb adjacent residential areas and passing motorists~~ shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.

The remaining text under Mitigation Measure 3A.1-5 on page 3A.1-32 is hereby revised as follows:

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

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

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

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

The text under Mitigation Measure 3B.1-2b on page 3B.1-19 is hereby revised as follows:

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

SECTION 3B.1 "AESTHETICS – WATER"

No revisions.

SECTION 3A.2 "AIR QUALITY - LAND"

The text in Table 3A.2-1, on page 3A.2-3 is hereby revised as follows:

Table 3A.2-1
Summary of Ambient Air Quality Standards and Attainment Designations

Pollutant	Averaging Time	California		National Standards[1]		
		Standards [2,3]	Attainment Status (Sacramento County) [4]	Primary [3,5]	Secondary [3,6]	Attainment Status (Sacramento County) [7]
Ozone	1 hour	0.09 ppm (180 µg/m^3)	N	–	–	–
	8 hours	0.07 ppm (137 µg/m^3)	–	0.08 ppm (157 µg/m^3)	Same as primary standard	N
Carbon monoxide (CO)	1 hour	20 ppm (23 mg/m^3)	A	35 ppm (40 mg/m^3)	–	U/A
	8 hours	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)		
Nitrogen dioxide (NO_2) [8]	Annual arithmetic mean	0.030 ppm (56 µg/m^3)	–	0.053 ppm (100 µg/m^3)	Same as primary standard	U/A
	1 hour	0.18 ppm (338 µg/m^3)	A	–		–
Sulfur dioxide (SO_2)	Annual arithmetic mean	–	–	0.030 ppm (80 µg/m^3)	–	U
	24 hours	0.04 ppm (105 µg/m^3)	A	0.14 ppm (365 µg/m^3)	–	
	3 hours	–	–	–	0.5 ppm (1,300 µg/m^3)	
	1 hour	0.25 ppm (655 µg/m^3)	A	–	–	–
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	N	-	Same as primary standard	N
	24 hours	50 µg/m^3		150 µg/m^3		
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	N	15 µg/m^3	Same as primary standard	~~U/A~~N
	24 hours	–	–	35 µg/m^3		
Lead [9]	30-day average	1.5 µg/m^3	A	–	–	–
	Calendar quarter	–	–	1.5 µg/m^3	Same as primary standard	
Sulfates	24 hours	25 µg/m^3	A	No national standards		
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m^3)	U			
Vinyl chloride [9]	24 hours	0.01 ppm (26 µg/m^3)	U/A			

Table 3A.2-1
Summary of Ambient Air Quality Standards and Attainment Designations

Pollutant	Averaging Time	California		National Standards[1]		
		Standards [2,3]	Attainment Status (Sacramento County) [4]	Primary [3,5]	Secondary [3,6]	Attainment Status (Sacramento County) [7]
Visibility-reducing particle matter	8 hours	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more (0.07—30 miles or more for Lake Tahoe) because of particles when the relative humidity is less than 70%.	U		No national standards	

Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million.

[1] National standards (other than those for ozone and particulate matter and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when 99% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. The $PM_{2.5}$ 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current Federal policies.

[2] California standards for ozone, CO (except Lake Tahoe), SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[3] Concentration expressed first in units in which it was issued (i.e., parts per million [ppm] or micrograms per cubic meter [µg/m^3]). Equivalent units given in parentheses are based on a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; "ppm" in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Unclassified (U): The data are incomplete and do not support a designation of attainment or nonattainment.
Attainment (A): The state standard for that pollutant was not violated at any site in the area during a 3-year period.
Nonattainment (N): There was at least one violation of a state standard for that pollutant in the area.

[5] National primary standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[6] National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Nonattainment (N): Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.
Attainment (A): Any area that meets the national primary or secondary ambient air quality standard for the pollutant.
Unclassifiable (U): Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

[8] On February 19, 2008, the Office of Administrative Law approved a new NO_2 ambient air quality standard that lowers the 1-hour standard to 0.19 ppm and establishes a new annual standard of 0.030 ppm. These changes became effective March 20, 2008.

[9] ARB has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: ARB 2008a, ARB 2008b

The text in "Air Quality Element Goals and Policies," on page 3A.2-19 is hereby revised as follows:

> **GOAL 31:** To improve the air quality of the City of Folsom including:
>
> 1. Achievement and Maintenance of ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.

The text under Mitigation Measure 3A.2-1a on page 3A.2-30 is hereby revised as follows:

> **Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.**
>
> To reduce short-term construction emissions, the project applicant(s) for ~~all project phases~~ any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) ~~or whatever mitigation measures are recommended by SMAQMD~~ in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.

The text in the third paragraph of "Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas," under Mitigation Measure 3A.2-1a on page 3A.2-31 is hereby revised as follows:

> ~~► Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.~~

The second paragraph of "Enhanced Exhaust Control Practices," under Mitigation Measure 3A.2-1a on page 3A.2-32 is hereby revised as follows:

> ► 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.~~

The text on page 3A.2-32 is hereby revised as follows:

> **Mitigation Measure: Implement Mitigation Measure 3A.4-1.**
>
> **Mitigation Measure 3A.2-1b: Pay Off-Site Mitigation Fee to SMAQMD to Off-Set NO_X Emissions Generated by Construction of On-Site Elements.**
>
> Implementation of the Proposed Project Alternative or the other four other action alternatives would result in construction-generated NO_X emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a).
>
> Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO_X emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO_X emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project 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~~any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO_X that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_X emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NO_X plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from $517,410 to $824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's *daily* threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)

The text under Mitigation Measure 3A.2-1c on page 3A.2-33 is hereby revised as follows:

Mitigation Measure 3A.2-1c: ~~Perform a Project-Level Analysis to~~ Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.

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

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

The text under Mitigation Measure 3A.2-1d on page 3A.2-37 is hereby revised as follows:

Mitigation Measure 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-Site Elements located in Sacramento County.

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

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in coordination 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.

The second paragraph under Mitigation Measure 3A.2-1e on page 3A.2-38 is hereby revised as follows:

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

The second paragraph under Mitigation Measure 3A.2-1g on page 3A.2-39 is hereby revised as follows:

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

The text under Mitigation Measure 3A.2-1h on page 3A.2-40 is hereby revised as follows:

Mitigation Measure 3A.2-1h: ~~Perform a Project-Level Analysis to~~ Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-Site Elements.

The second paragraph under Mitigation Measure 3A.2-1h on page 3A.2-40 is hereby revised as follows:

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

The text under Mitigation Measure 3A.2-2 on page 3A.2-43 is hereby revised as follows:

Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.

To reduce operational emissions, the project applicant(s) for ~~all project phases~~ 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.

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

The text under Mitigation Measure 3A.2-4a on pages 3A.2-50 to 3A.2-51 is hereby revised as follows:

Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.

The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.

The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.

The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.

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

The third paragraph under "Operational TAC Emissions" on page 3A.2-57 is hereby revised as follows:

Implementation of Mitigation Measure 3A.2-4b would lessen health-related risks associated with mobile-source TACs under the Proposed Project Alternative and the other four action alternatives. Exposures of sensitive receptors ~~; however, TAC exposure levels at sensitive receptors~~ located within 500 feet of a freeway to TACs ~~or high-traffic volume roadway~~ would ~~not necessarily be reduced to~~be less-than-significant ~~level~~; ~~s.~~ future exposures of sensitive recptors to TACs from high-traffic volume roadway is discussed in Section 4.1 "Cumulative Impacts". Exposures of receptors to mobile-source TAC emissions therefore is considered to be ~~**significant and unavoidable**~~**less than significant**.

The text under Mitigation Measure 3A.2-5 on page 3A.2-58 is hereby revised as follows:

Mitigation Measure 3A.2-5: Implement a Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.

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

The text under Mitigation Measure 3A.2-6 on page 3A.2-61 is hereby revised as follows:

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

The last paragraph of Section 3A.2.4, Residual Significant Impacts, on page 3A.2-63 is hereby revised as follows:

Additionally, some of the off-site elements fall under the jurisdiction of El Dorado and Sacramento Counties and/or Caltrans; therefore, neither the City nor ~~AECOM~~ the project applicant(s) would have control over their timing or implementation. Therefore, the impacts related to those off-site facilities that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans, are considered potentially significant and unavoidable.

SECTION 3B.2 "AIR QUALITY - WATER"

The text under Mitigation Measure 3B.2-1a on page 3B.2-7 is hereby revised as follows:

> **Mitigation Measure 3B.2-1a: Develop and Implement a Construction NO_X Reduction Plan.**
>
> Consistent with SMAQMD requirements, the City of Folsom shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NO_X reduction. Prior to construction, the City's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction of the Off-site Water Facilities. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted ~~monthly~~ quarterly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the Off-site Water Facilities representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

The seventh bullet under Mitigation Measure 3B.2-1c on page 3B.2-10 is hereby revised as follows:

- water and keep moist ~~all~~ exposed earth surfaces, graded areas, storage piles, and haul roads ~~at all times~~ as needed to prevent fugitive dust.

SECTION 3A.3 "BIOLOGICAL RESOURCES - LAND"

The eighth paragraph under "3A.3.1 Affected Environment" on page 3A.3-1 is hereby revised to add the following two new bullet points:

- MJM Properties 2006. *Special-status Amphibian and Reptile Surveys on the Folsom South Site*. Prepared by Foothill Associates, Rocklin, CA.
- MJM Consulting 2009. *90-Day Report 2008-2009 Wet Season Survey for Listed Vernal Pool Branchiopods, Folsom south Property, Sacramento County, California.* Prepared by Foothill Associates, Rocklin, CA.

The second paragraph under "Drainage Channels" on page 3A.3-6 is hereby revised as follows:

> Hydrophytic plant species (i.e., plants adapted to grow in water), such as cattail (*Typha* spage), dense sedge (*Carex densa*), slender rush (*Juncus tenuis*), American tule (*Scirpus americanus*), and dallisgrass, occur within the Ordinary High Water Mark (OHWM) of ~~the~~ perennial drainage channels on-site. Vegetation cover becomes denser in flatter portions of the drainages where the channels are wide and relatively shallow. Riparian vegetation occurs within the OHWM and along the banks of Alder Creek. Much of the riparian habitat is characterized by dense monocultures of Himalayan blackberry (*Rubus discolor*), an invasive species, and would best be described as blackberry scrub. There are scattered patches of riparian woodland that include typical riparian species such as black willow (*Salix goodingii*), arroyo willow (*Salix lasiolepis*), purpletop vervain (*Verbena bonariensis*), and tall flatsedge (*Cyperus eragrostis*). Approximately 11 acres of riparian habitat are present in the SPA. The Oak Avenue interchange supports an additional 2.4 acres of riparian woodland and blackberry scrub along the banks of a perennial tributary to Alder Creek and the Prairie City Road interchange supports another 0.9 acre of riparian woodland along Alder Creek. These are the only off-site elements that support riparian habitat. Approximately 0.11 acre of riparian habitat present qualifies as a wetland under the CWA. This habitat consists of a stand of willow shrubs located within an intermittent drainage channel at the northern boundary of the Folsom Heights site and is best described as willow scrub.

The first paragraph under "Wildlife" on page 3A.3-7 is hereby revised as follows:

> The SPA supports an abundant and diverse fauna. This large and mostly contiguous block of ~~open space~~natural habitat, dominated by ~~natural plant~~annual grassland and oak woodland communities, is particularly important to native wildlife species associated with grassland, oak woodland, and riparian habitats. The SPA provides habitat for both resident breeding and migratory raptors that prefer large tracks of open grassland for foraging. The oak woodland and riparian communities are attractive to many of the common wildlife species in Sacramento County, as well as a few special-status wildlife species, which are discussed separately below under "Sensitive Biological Resources."

The text in Table 3A.3-1 on page 3A.3-9 is hereby revised as follows:

Table 3A.3-1
Special-Status Plant Species Known to Occur or with Potential to Occur in the SPA

Species	Status [1]			Habitat and Blooming Period	Potential for Occurrence [2, 3]
	USFWS	DFG	CNPS Other		
Big scale balsamroot *Balsamorhiza macrolepis* var. *macrolepis*	_	_	1B.2	Chaparral, cismontane woodland, and valley and foothill grassland, often on serpentinite soils; 295 to 4,600 foot elevation; blooms March–June.	Could occur in grassland and oak woodland in portions of the SPA that have not been surveyed. However, the probability of occurrence is low because, although not restricted to serpentinite soils, this species is usually (65 to 74% of the time) found on serpentinite soils, which are not present in the SPA.
Brandegee's clarkia *Clarkia biloba* sspage *brandegeae*	_	_	1B.2	Chaparral and cismontane woodland, often in roadcuts; 240 to 3,000 foot elevation; blooms May–July.	Could occur in the blue oak woodland community on the Folsom South site and off-site elements.

Table 3A.3-1
Special-Status Plant Species Known to Occur or with Potential to Occur in the SPA

Species	Status [1]			Habitat and Blooming Period	Potential for Occurrence [2, 3]
	USFWS	DFG	CNPS Other		
Hispid bird's beak *Cordylanthus mollis* sspage *hispidus*	–	–	1B.1	Alkaline meadows, seeps, and playas; below 500 foot elevation; blooms June–September.	Unlikely to occur; no suitable habitat is present and species was not found during surveys of seep habitats on the Carpenter Ranch site.
Dwarf downingia *Downingia pusilla*	–	–	2.2	Vernal pools or other seasonal wetlands in annual grasslands; below 1,500 foot elevation; blooms March–May.	Could occur in seasonal wetlands, vernal pools, and swales in portions of the SPA that have not been surveyed and in the off-site elements.
Tuolumne button-celery *Eryngium pinnatisectum*	–	–	1B.2	Vernal pools or other seasonal wetlands in cismontane woodland and lower montane coniferous forest; 200 to 3,000 foot elevation; blooms June–August.	Could occur in on-site vernal pools and seasonal wetlands in portions of the SPA that have not been surveyed and in the off-site elements.
Bogg's Lake hedge hyssop *Gratiola heterosepala*	–	E	1B.2	Lake margin marshes and swamps, vernal pools, and other seasonal wetlands, primarily in clay soils; 30 to 8,000 foot elevation; blooms April–August.	Likely to occur in vernal pools or other seasonal wetlands in the ~~SPA~~off-site elements. Known occurrences immediately adjacent to the SPA on west side of Prairie City Road very near the proposed off-site detention basin location.
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*	–	–	1B.2	Vernal pools and swales in areas of low cover of competing vegetation; most often on gopher turnings along margins of pools (Witham 2006:38); 95 to 750 foot elevation; blooms March–May.	Could occur in vernal pools and swales in portions of the SPA that have not been surveyed and in the off-site elements~~the SPA~~.
Red Bluff dwarf rush *Juncus leiospermus* var. *leiospermus*	–	–	1B.1	Vernal pools, meadows and seeps, and other seasonally wet habitats; 115 to 3,500 foot elevation; blooms March–May.	Unlikely to occur; the nearest record of this species is from Roseville and is probably erroneous (CNDDB 2008). Sacramento and El Dorado Counties are outside the known range of this species.
Greene's legenere *Legenere limosa*	–	–	1B.1	Relatively deep and wet vernal pools (Witham 2006:39); below 3,000 foot elevation. Blooms April–June.	Could occur in vernal pools in portions of the SPA that have not been surveyed and in the off-site elements~~the SPA~~.
Pincushion navarretia *Navarretia meyersii* sspage *Meyersii*	–	–	1B.1	Vernal pools; 65 to 750 foot elevation; blooms in May.	Could occur in vernal pools in portions of the SPA that have not been surveyed and in the off-site elements~~the SPA~~.

Table 3A.3-1
Special-Status Plant Species Known to Occur or with Potential to Occur in the SPA

Species	Status [1]			Habitat and Blooming Period	Potential for Occurrence [2, 3]
	USFWS	DFG	CNPS Other		
Slender Orcutt grass *Orcuttia tenuis*	T	E	1B.1	Vernal pools; 100 to 5,800 foot elevation; blooms May–October.	Could occur in vernal pools in portions of the SPA that have not been surveyed and in the off-site elements~~the SPA~~.
Sacramento Orcutt grass *Orcuttia viscida*	E	E	1B.1	Vernal pools; 95 to 325 foot elevation; blooms April–July.	Could occur in vernal pools in portions of the SPA that have not been surveyed and in the off-site elements~~the SPA~~.
Sanford's arrowhead *Sagittaria sanfordii*	–	–	1B.2	Shallow freshwater marshes and swamps; below 2,200 foot elevation; blooms May–October.	Likely to occur in ponds, drainages, or other wetlands in the SPA that support freshwater marsh vegetation and have not been surveyed. Documented CNDDB occurrence boundary overlaps SPA boundary along Grant Line Road.

Notes: USFWS = U.S. Fish and Wildlife Service; DFG = California Department of Fish and Game; CNPS = California Native Plant Society; CNDDB = California Natural Diversity Database; ESA = Federal Endangered Species Act; CESA = California Endangered Species Act

[1] Legal Status Definitions

U.S. Fish and Wildlife Service:
E Endangered (legally protected)
T Threatened (legally protected)

California Department of Fish and Game:
E Endangered (legally protected)

California Native Plant Society Categories:
1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)
2 Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

CNPS Extensions:
.1 Seriously endangered in California (>80% of occurrences are threatened and/or high degree and immediacy of threat)
.2 Fairly endangered in California (20 to 80% of occurrences are threatened)

[2] Potential for Occurrence Definitions
Unlikely to occur: Species is unlikely to be present in the SPA due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.
Could occur: Suitable habitat is available at the SPA; however, there are little to no other indicators that the species might be present.
Likely to occur: Habitat conditions, known occurrences in the project vicinity, or other factors indicate a relatively high likelihood that the species would occur at the SPA.

[3] Special-status plant surveys have been conducted on all of the SPA parcels with the exception of the Folsom Heights and Javanifard and Zarghami properties and no special-status plants were found. Therefore, species listed have potential to occur only in suitable habitat in portions of the SPA that have not been surveyed and in the off-site elements. Surveys conducted on the Folsom South site targeted vernal pool species and did not include surveys for Brandegee's clarkia or Sanford's arrowhead.

Sources: CNDDB 2008; CNPS 2008; data compiled by AECOM/AECOM (now AECOM) in 2008

The text in Table 3A.3-2 on page 3A.3-13 is hereby revised as follows:

Table 3A.3-2
Special-Status Wildlife with Potential to Occur in the SPA and Off-Site Elements

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Invertebrates				
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T/PD	–	Elderberry shrubs below 3,000 feet in elevation, typically in riparian habitats.	Could occur; elderberry shrubs are present in the SPA. Documented CNDDB occurrences within 2 miles of the SPA. No sign of VELB was found on any of the elderberry shrubs in the SPA during surveys.
Vernal pool fairy shrimp *Branchinecta lynchi*	T	–	Vernal pools and other seasonal wetlands in valley and foothill grasslands.	Known to occur on Prairie City Road Business Park site. ~~Likely to~~Could occur in vernal pools on ~~site~~the Country Day School site and off-site elements. ~~Documented CNDDB occurrences in immediate project vicinity (i.e., within 1 mile)~~Not found during surveys conducted on the Folsom South, Folsom 560, Folsom 138, and Carpenter Ranch sites.
Vernal pool tadpole shrimp *Lepidurus packardi*	E	–	Vernal pools and other seasonal wetlands in valley and foothill grasslands.	~~Likely to~~Could occur in ~~vernal pools~~suitable wetlands on Country Day School site and off-site elements. Not found during surveys conducted on the Folsom South, Folsom 560, Folsom 138, Carpenter Ranch, and Prairie City Road Business Park sites.~~Documented CNDDB locations abutting western SPA boundary.~~
Conservancy fairy shrimp *Branchinecta conservatio*	E	–	Vernal pools and other seasonal wetlands in valley and foothill grasslands.	Could occur~~;~~ in suitable wetlands on Country Day School site and off-site elements. Not found during surveys conducted on the Folsom South, Folsom 560, Folsom 138, Carpenter Ranch, and Prairie City Road Business Park sites~~suitable habitat is present in vernal pools on site~~.
Amphibians and Reptiles				
Western pond turtle *Actinemys marmorata*	–	SC	Forage in ponds, marshes, slow-moving streams, sloughs, and irrigation/drainage ditches; nest in nearby uplands with low, sparse vegetation.	Known to occur. Documented in an on-site pond by ECORP (The Hodgson Company 2007a) and less than 1 mile downstream of the SPA (GenCorp 2007c), within Alder Creek.
California red-legged frog *Rana aurora draytonii*	T	SC	Foothill streams with dense shrubby or emergent riparian vegetation, minimum 11–20 weeks of water for larval development, and upland refugia for aestivation.	Unlikely to occur. Presumed extirpated from the valley floor. Nearest reproducing population is 30 miles east near Pollock Pines.

Table 3A.3-2
Special-Status Wildlife with Potential to Occur in the SPA and Off-Site Elements

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Western spadefoot *Spea hammondii*	–	SC	Vernal pools and other seasonal ponds with a minimum 3-week inundation period in valley and foothill grasslands.	Could occur; suitable habitat present on site. Nearest documented occurrences are more than 5 miles away in Roseville, Phoenix Park, and Mather Park areas.
Giant garter snake *Thamnophis gigas*	T	T	Slow-moving streams, sloughs, ponds, marshes, inundated floodplains, rice fields, and irrigation/drainage ditches on the Central Valley floor with mud bottoms, earthen banks, emergent vegetation, abundant small aquatic prey and absence or low numbers of large predatory fish. Also require upland refugia not subject to flooding during the snake's inactive season.	Unlikely to occur; suitable habitat absent on SPA and associated off-site areas evaluated in this EIR/EIS.
California tiger salamander *Ambystoma californiense*	T	C	Vernal pools and seasonal wetlands with a minimum 10-week inundation period and surrounding uplands, primarily grasslands, with burrows and other belowground refugia (e.g., rock or soil crevices).	Unlikely to occur. Nearest known occurrence is 15 miles to the south and extensive surveys in the project vicinity have not detected the species north of the Cosumnes River (USFWS 2004).
Birds				
Tricolored blackbird *Agelaius tricolor* (nesting colony)	–	SC	Forages in agricultural lands and grasslands; nests in marshes, riparian scrub, and other areas that support cattails or dense thickets of shrubs or herbs.	Could nest on site; suitable marsh and blackberry bramble habitats for nesting and grassland foraging habitat is present and species has been documented at 4 locations within 5 miles of the SPA.
Grasshopper sparrow *Ammodramus savannarum* (nesting)	–	SC	Nests and forages in dense grasslands; favors a mix of native grasses, forbs, and scattered shrubs.	Could nest in grassland communities in the SPA, especially within valley needlegrass grassland if present.
Golden eagle *Aquila chrysaetos*	–	FP	Forages in large open areas of foothill shrub and grassland habitats and occasionally croplands. Does not nest in the Central Valley.	Unlikely to nest on site; migrating and nonbreeding individuals could forage in the grasslands on site.
Burrowing owl *Athene cunicularia* (burrow sites)	–	SC	Nests and forages in grasslands, agricultural lands, open shrublands, and open woodlands with existing ground squirrel burrows or friable soils.	Known to occur in grasslands on site; winter foraging documented by Foothill Associates (MJM Properties 2006b). Likely to nest on site; suitable nesting and foraging habitat present.

Table 3A.3-2
Special-Status Wildlife with Potential to Occur in the SPA and Off-Site Elements

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Swainson's hawk *Buteo swainsoni* (nesting)	–	T	Forages in grasslands and agricultural lands; nests in riparian and isolated trees.	~~Likely to nest on site~~Could occur; suitable nesting and foraging habitat present. This species has not been observed in the SPA during any of the biological surveys conducted; however, focused surveys for this species have not been conducted.
Northern harrier *Circus cyaneus* (nesting)	–	SC	Nests and forages in grasslands, agricultural fields, and marshes.	Known to occur; winter foraging documented by Foothill Associates (MJM Properties 2006b). Likely to nest on site; suitable nesting and foraging habitat present.
White-tailed kite *Elanus leucurus* (nesting)	–	FP	Forages in grasslands and agricultural fields; nests in riparian zones, oak woodlands, and isolated trees.	Likely to nest on site; suitable grassland foraging habitat and suitable nest trees present in blue oak woodland and riparian areas. Several CNDDB-documented nest sites in project vicinity.
Southern bald eagle *Haliaeetus leucocephalus leucocephalus* (nesting and wintering)	D	E	Forage primarily in large inland fish-bearing waters with adjacent large trees or snags; occasionally in uplands with abundant rabbits, other small mammals, or carrion. Often roosts communally in winter.	Unlikely to occur: foraging habitat is marginal, and the species does not nest on the Central Valley floor. However, could be a rare and irregular foraging visitor.
Loggerhead shrike *Lanius ludovicianus* (nesting)	–	SC	Forages and nests in grasslands, shrublands, and open woodlands.	Likely to nest on site; suitable foraging and nesting habitat present on the site. Foraging documented adjacent to SPA along Alder Creek by Matus 1981.
California black rail *Laterallis jamaicensis coturniculus* (year round)	–	T	Freshwater marshes, wet meadows, and shallow margins of saltwater marshes. Requires consistent water depth of 1 inch and dense vegetation to nest.	Unlikely to occur; nearest known occurrence was documented in Clover Valley, Placer County in 2006 and was a southern range extension. Specific microhabitat conditions for nesting not present on site.
Modesto song sparrow (*Melospiza melodia*) (year round)		SC	Nests and forages primarily in emergent marsh, riparian scrub, and early successional riparian forest habitats in the north-central portion of the Central Valley; infrequently in mature riparian forest and sparsely vegetated ditches and levees.	Could occur; potentially suitable nesting habitat present along Alder Creek and a few other on-site wetlands. However, the SPA is on the fringes of the geographic range, and there is scientific uncertainty as to whether song sparrows in eastern Sacramento County above 200 feet in elevation are of the Modesto form (Grinnell and Miller 1944, Shuford and Gardali 2008:400-402).

Table 3A.3-2
Special-Status Wildlife with Potential to Occur in the SPA and Off-Site Elements

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Purple martin *Progne subis* (nesting)	–	SC	Nests in tree cavities, bridges, utility poles, lava tubes, and buildings. Forages in foothill and low montane oak and riparian woodlands; less frequently in coniferous forests and open or developed habitats.	Unlikely to nest on site. Only known breeding colonies in the region are in the City of Sacramento where they nest in hollow-box bridges (Shuford and Gardali 2008:332-334) and in a highway overpass in the City of Rocklin.
Bank swallow *Riparia riparia* (nesting)	–	T	Nests in colonies in unvegetated vertical banks with fine-textured, sandy soils, typically next to streams, rivers, or lakes, occasionally in gravel quarries or other eroding bluffs. Forages in a variety of habitats near nests.	Unlikely to occur due to lack of suitable habitat. On-site creek banks are sloping and vegetated.
Mammals				
Pallid bat *Anthrozous pallidus*	–	SC	Deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats. Roosts in rock crevices, oak hollows, bridges, or buildings.	Could occur on site; potentially suitable roosting habitat in oak trees and mine shaft.
Ringtail *Bassariscus astutus*	–	FP	Large acreages of oak woodland, riparian and other dense brush habitats with rock recesses or hollow snags for cover.	Unlikely to occur on site due to marginal habitat quality, open understory, proximity to urban Folsom, and lack of connectivity to other riparian forest or oak woodland habitats.
Townsend's big-eared bat *Corynorhinus townsendii*	–	SC	Typically roosts in caves; however, colonies of <100 individuals occasionally nest in buildings or bridges. Forages in all habitats except alpine and subalpine, though most commonly in mesic forests and woodlands.	Could occur on site; potentially suitable roosting habitat in oak trees and mine shaft.
Western mastiff bat *Eumops perotis californicus*	–	SC	Typically roosts in high cliffs and rock crevices in small colonies of <100 individuals. Forages in a variety of grassland, shrub and wooded habitats including riparian and urban areas, though most commonly in open, arid lands.	Could forage on site; site unlikely to provide suitable roosting habitat.

Table 3A.3-2
Special-Status Wildlife with Potential to Occur in the SPA and Off-Site Elements

Species	Listing Status[1]		Habitat	Potential for Occurrence[2]
	Federal	State		
Western red bat *Lasiurus blossevilli*	–	SC	Roosts primarily in tree foliage, especially in cottonwood, sycamore, and other riparian trees or orchards (Pierson et al. 2004). Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging, including grasslands, shrublands, and open woodlands.	Could forage on site; unlikely roost on site due to lack of riparian woodland.
American badger *Taxidea taxus*	–	SC	Drier open shrub, forest, and herbaceous habitats with friable soils.	Could occur; suitable habitat present. Documented adjacent to the SPA by Matus 1981. Nearest CNNDB occurrence (1990) is 10 miles to the southwest in Rancho Cordova.

Note: CNDDB = California Natural Diversity Database; USFWS = U.S. Fish and Wildlife Service

[1] Legal Status Definitions

Federal:	State:
PD Proposed for Delisting	C Candidate for listing (legally protected)
D Delisted (no ESA protection)	FP Fully protected (legally protected)
E Endangered (legally protected)	SC Species of special concern (no formal protection other than CEQA consideration)
T Threatened (legally protected)	T Threatened (legally protected)

[2] Potential for Occurrence Definitions

Unlikely to occur: Species is unlikely to be present in the SPA due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

Could occur: Suitable habitat is available at the SPA; however, there are little to no other indicators that the species might be present.

Likely to occur: Habitat conditions, behavior of the species, known occurrences in the project vicinity, or other factors indicate a relatively high likelihood that the species would occur at the SPA.

Known to occur: The species, or evidence of its presence, was observed at the SPA during reconnaissance surveys, or was reported by others.

Source: CNDDB 2008; Holloway Rassmusson Molondanof 2005; GenCorp 2007a-d; Centex Homes 2006a; Foothill Associates 1998, Woodside Homes 2004; MJM Properties 2006 b and d, 2007; Colliers International 2006; Matus 1981 (cited in GenCorp 2007c); Shuford and Gardali 2008; USFWS 2008; data compiled by AECOM in 2009

The second paragraph under "Special-Status Plants" on page 3A.3-17 is hereby revised as follows:

Focused surveys for special-status plant species have been conducted on the Folsom South, Prairie City Business Park, Folsom 560, ~~Hillsborough~~Carpenter Ranch, and Sacramento Country Day School sites and no special-status plant species were found. However, surveys at the Folsom South ~~and Sacramento Country Day School~~ sites did not include big scale balsamroot, Brandegee's clarkia, or Sanford's arrowhead as target species. Big-scale balsamroot has very low potential to occur in grassland and oak woodland habitat in the SPA because serpentine soils are not present and the nearest documented occurrences are more than 10 miles away. The potential for this species cannot be completely ruled out, however, because although big scale balsamroot is most often associated with serpentinite soils, it is not restricted to serpentine and there is potentially suitable habitat present. Species that are weak indicators of

serpentine such as narrow leaf soaproot (*Chlorogalum angustifolium*) have been identified in the SPA. Suitable habitat for Brandegee's clarkia is present throughout the SPA and there are documented occurrences in the immediate vicinity. Sanford's arrowhead has been documented immediately adjacent to the SPA and has high potential to be present in on-site ponds or sluggish portions of Alder Creek and its tributaries. Surveys conducted on the ~~Hillsborough~~ Folsom 560, Carpenter Ranch, Sacramento Country Day School, and Prairie City Road Business Park sites targeted all of the appropriate species, except big-scale balsamroot, which again has very low potential to grow in the SPA. The remainder of the SPA and off-site elements have not been surveyed for special-status plant species.

The text under "Special-Status Wildlife" on page 3A.3-17 is hereby revised as follows:

Protocol-level vernal pool branchiopod surveys have been conducted on the entire SPA except for the Sacramento Country Day School, Javanifard and Zarghami, and Folsom Heights sites. Two years of wet-season surveys were completed on each of the survey sites. Vernal pool fairy shrimp were found in two pools in two different watersheds within the Prairie City Road Business Park site. No other special-status branchiopods were found in the SPA. In addition to the wet-season surveys, dry-season soil samples were collected from 27 wetland features on the Folsom South site that were determined to be suitable for listed vernal pool branchiopods. The soil samples were examined by Ecoanalysts for the presence of vernal pool branchiopod eggs and none were found. There is no suitable habitat for these species on the Javanifard and Zarghami and Folsom Heights sites, but potentially suitable vernal pool habitat is present on the Sacramento Country Day School site and the off-site elements.

Surveys for western pond turtle and western spadefoot were conducted on the Folsom South site over a three-day period in April 2006. These surveys consisted of walking the site and examining suitable upland and aquatic habitat for presence of these species. Suitable vernal pools and ponds were sampled for western spadefoot tadpoles using a dip net. No western spadefoot or western pond turtles were found on the Folsom South site during these surveys. Several western pond turtles were observed on the Javanifard and Zarghami site during surveys conducted by ECORP in March 2007. Western pond turtle and western spadefoot have not been documented on any of the other SPA parcels; however, focused surveys for these species have not been conducted on these sites or the off-site elements and suitable habitat is present. Furthermore, the western spadefoot surveys conducted on the Folsom South site were not adequate to conclusively determine absence of this species from the site because 1) suitable habitat was visited only once during the breeding season, 2) climatic conditions for the survey year were not described to determine if it was a favorable year for western spadefoot breeding, 3) no nighttime vocalization surveys were conducted.

Elderberry shrubs are present on the Carpenter Ranch, Folsom South, and Folsom 560 sites but no valley elderberry longhorn beetle, or their sign (i.e., exit holes), were found on these shrubs. Elderberry shrubs are not present on the Folsom 138, Folsom Heights, or Sacramento Country Day School site. Elderberry shrubs could be present on the Javanifard and Zarghami site and additional shrubs could be present on the Carpenter Ranch site because thorough, focused surveys have not been conducted there.

The second to last sentence of paragraph under "Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon" on page 3A.3-26 is hereby revised as follows:

While not regulatory in nature, the Recovery Plan ~~needs to~~should be taken into consideration when analyzing potential impacts on vernal pools and associated biota to ensure that projects do not prevent or impair the plan's future long term implementation success.

The following text is hereby added following the second sentence of the second paragraph under "On-Site Elements" on page 3A.3-28:

> However, without the USACE permit mechanism, there would be no regulatory mechanism requiring establishment of a conservation easement or long-term management to help prevent degradation of the preserved wetland habitat. Degradation would be minimized, though, because there would be no fragmentation of stream channels and wetlands would be retained within larger, more connected habitat patches.

The first sentence of the first paragraph under Mitigation Measure 3A.3-1a on page 3A.3-31 is hereby revised as follows:

> To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval.

The third sentence of the first paragraph under Mitigation Measure 3A.3-1a on page 3A.3-31 is hereby revised as follows:

> Before approval of these improvement plans, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.

The first sentence of the second paragraph under Mitigation Measure 3A.3-1a on page 3A.3-31 is hereby revised as follows:

> The project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall implement stormwater quality treatment controls consistent with the *Stormwater Quality Design Manual for Sacramento and South Placer Regions* (Sacramento Stormwater Quality Control Partnership 2007).

The last sentence of the second paragraph under Mitigation Measure 3A.3-1a on page 3A.3-31 is hereby revised as follows:

> 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.

The third paragraph under Mitigation Measure 3A.3-1a on page 3A.3-31 is hereby revised as follows:

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

The first through third sentences of the fourth paragraph under Mitigation Measure 3A.3-1a on page 3A.3-31 are hereby revised as follows:

> Each project ~~phase~~ development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100~~-, and 20-~~year storm events.

The fifth paragraph under Mitigation Measure 3A.3-1a on page 3A.3-32 is hereby revised as follows:

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

The sixth paragraph under Mitigation Measure 3A.3-1a on page 3A.3-32 is hereby revised as follows:

> 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.

The third sentence of the third paragraph under Mitigation Measure 3A.3-1a on page 3A.3-33 is hereby revised as follows:

> All portions of the SPA, with the exception of some oak tree preservation areas and 25-foot buffers around preserved wetlands, would be subject to ~~contour~~ at least surface-level grading, which could affect wetland hydrology and water quality.

The text in Table 3A.3-3 on page 3A.3-34 is hereby revised as follows:

Table 3A.3-3
Summary of Wetland Impacts and Preservation for the Proposed Project Alternative

Habitat Type	Acres Existing	Acres Filled (Direct Impact)	Acres Fragmented (Indirect Impact)	Acres ~~Preserved~~ Avoided	Percent ~~Preserved~~ Avoided
Waters of the United States (Federally Jurisdictional)					
Seep	10.80	4.48	0.00	6.33	59
Vernal pool	4.64	2.92	0.00	1.72	37
Seasonal wetland	4.66	3.87	0.00	0.78	17
Seasonal swale	25.48	17.63	0.17	7.85	31
Stream channel	17.19	3.38	0.016	13.81	80
Drainage channel	11.72	4.47	0.088	7.25	62
Ditch	1.96	1.40	0.012	0.55	28
Marsh	0.21	0.07	0.00	0.14	67
Ponds	6.87	1.17	0.00	5.71	83
Willow Scrub	0.11	0.11	0.00	0.00	0
Total waters of the United States	83.64	39.50	0.29	44.14	53
Isolated waters	1.30	1.25	0.00	0.05	3
Subtotal	**83.64**	**39.50**		**44.14**	

Table 3A.3-3 Summary of Wetland Impacts and Preservation for the Proposed Project Alternative					
Habitat Type	**Acres Existing**	**Acres Filled (Direct Impact)**	**Acres Fragmented (Indirect Impact)**	**Acres ~~Preserved~~ Avoided**	**Percent ~~Preserved~~ Avoided**
Waters of the State (Not Federally Jurisdictional)					
Vernal Pool	0.03	0.01	0.00	0.02	
Seasonal Wetland	0.004	0.002	0.00	0.002	
Ditch	0.42	0.39	0.00	0.03	
Pond	0.85	0.85	0.00	0.00	
Subtotal	**1.30**	**1.25**	**0.00**	**0.05**	
Grand Total	**84.94**	**40.75**	**0.287**	**44.19**	**52**
Source: ECORP 2009a					

The text in Table 3A.3-4 on page 3A.3-34 is hereby revised as follows:

Table 3A.3-4 Summary of Wetland Impacts and Preservation for Each Project Alternative			
Alternative	**Acres of Impact**	**Acres ~~Preserved~~Avoided**	**Percent~~Preserved~~Avoided**
No Project	0.00	83.64	100
Proposed Project	39.50	44.14	53
Resource Impact Minimization	26.47	57.17	68
Centralized Development	37.05	46.59	56
Reduced Hillside Development	42.69	40.95	49
No USACE Permit	0.00	83.64	100
Source: ECORP 2009a			

The text under Mitigation Measure 3A.3-1b starting on page 3A.3-37 is hereby revised as follows:

> Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct ~~project phase~~ discretionary development entitlement, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. For each respective ~~phase~~ discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species, or within 100 feet of any other waters of the U.S. or wetland habitats, including waters of the state. The project applicant(s) shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that ~~phase~~ development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.

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

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

The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 *Final Rule for Compensatory Mitigation for Losses of Aquatic Resources* (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 *Memorandum Re: Minimum Level of Documentation Required for Permit Decisions*. According to the *Final Rule*, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. ~~This~~ The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. ~~However, t~~ The *Final Rule* also establishes a preference for a "watershed approach" in selecting locations for compensatory mitigation project locations, that mitigation selection must be "appropriate and practicable" and that mitigation banks must address watershed needs based on criteria set forth in the *Final Rule*. ~~compensating losses of aquatic resources within the same watershed as the impact site.~~ The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes River Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore aquatic habitats may need to be restored or created in the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site. Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking may be necessary to achieve the no-net-loss standard.

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

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

- Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the *Final Rule*;
    - located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable;
    - located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability;
- A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions;
- Specific creation and restoration plans for each mitigation site;
- ~~In kind reference wetland habitats for comparison with compensatory wetland habitats (using performance and success criteria) to document success;~~
- Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA;
- ~~Description of methodology used to select reference wetlands for comparison;~~
- CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced;

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

  - ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable;

  - ~~CRAM~~ assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. ~~CRAM scores~~ Assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year;

  - ~~CRAM~~ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved in the SPA to determine whether these areas are retaining wetland functions. ~~CRAM scores~~ Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year;

  - analysis of ~~CRAM~~ assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary;

The second-to-last paragraph under Mitigation Measure 3A.3-1b on page 3A.3-39 is hereby revised as follows:

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

The first and second paragraphs under Mitigation Measure 3A.3-1b on page 3A.3-40 are hereby revised as follows:

> Water quality certification pursuant to Section 401 ~~of the CWA will be required before issuance~~ of the record of decision and before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.
>
> Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).

The text under "Implementation" for Mitigation Measure 3A.3-1b on page 3A.3-40 is hereby revised as follows:

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

Text starting at the third paragraph under "Off-Site Elements" on page 3A.3-49 is hereby revised as follows:

> Implementation of Mitigation Measures 3A.3-1a and 3A.3-1b would reduce significant impacts on jurisdictional wetlands and other waters of the U.S. and waters of the state under the No USACE Permit,

Proposed Project Alternative, Resource Impact Minimization, Centralized Development, and Reduced Hillside Development Alternatives, but not necessarily to a less-than-significant level. After a mitigation plan has been accepted by USACE and is implemented as required (including on-site preservation and purchase of credits at a mitigation bank and/or in-lieu fee mitigation), the direct impacts resulting from project implementation could be mitigated by providing "no net loss" of overall wetland acreage resulting from the project, as required in USACE permit conditions. However, USACE requires mitigation resulting in no net loss of wetland functions. Removal of 45.35 acres (39.5 acres on site and 5.85 acres off-site) of waters of the U.S., including stream channels, vernal pools, and other similar wetland habitats is a substantial acreage loss, especially when considered in the context of the regional rate and acreage of habitat losses. ~~Creating compensatory wetlands cannot be guaranteed to fully replace the functions of wetlands lost and t~~Temporal losses would occur unless all impacts could be mitigated through purchase of fully functioning, established, in-kind wetlands from an approved mitigation bank.

Mitigation and Conservation Banks are established through a lengthy review and approval process with the Interagency Review Team (IRT). The IRT is made up of staff members from the EPA, USACE, Fish and Wildlife Service, and California Department of Fish and Game. Other agencies that are included on the IRT on an as needed basis include the Regional Water Quality Control Board and the National Marine Fisheries Service. Through the IRT approval process, each bank is responsible for developing performance and success criteria for their respective bank, including watershed level needs. Once approved this bank is authorized for a phased release of credits based on meeting certain established performance/success criteria occurs. The banks are required to submit annual monitoring reports showing the status of the bank, status of endowment, and performance of habitat. Failure to meet established performance/success criteria will result in either bank closure or inability to release additional credits until performance/success criteria standards are met. Various agencies from the IRT also serve as third party beneficiaries to the banks; thus, they have the ability to enter the bank at any time to monitor the bank status independently of the bank proprietor's monitoring.

The performance/success criteria standards for each bank are typically based on agency approved templates; however, they can be adjusted to reflect site-specific and watershed conditions. The specific performance/success criteria standards for each bank are considered public information; however, this information is currently only available through a Freedom of Information Act (FOIA) petition. There is limited information available for a few banks on USACE's Regional Internet Banking Information Tracking System (RIBITS); however, the site is limited to banks that offer waters of the U.S. credits and has yet to fully integrate information on banks that offer other types of credits.

The lengthy process that bank proprietors have to follow to begin selling credits was designed to essentially eliminate/reduce the potential for credits to fail to meet established success criteria. Additionally, as each bank is closely monitored by the IRT, this further reduces the potential for credits to fail to meet established success criteria.

~~It is unknown at this time if~~ At this time, there are enough mitigation credits ~~are~~ available to fully cover the loss of wetland functions resulting from project implementation; however, it is unknown if sufficient mitigation credits would be available in the future for all phases of the project as the area builds out. Creation and preservation of wetlands within smaller and more fragmented areas surrounded by urban development cannot fully compensate for the whole suite of ecological services provided by larger expanses of interconnected wetland complexes surrounded by open space. Also, if compensatory wetland mitigation could not be provided in the same watershed an overall loss of function up to the subbasin level could result.

Considering the rate of development in Sacramento County, ~~and the~~ there is a limited amount of undeveloped, unspoken for land that supports existing wetlands that could be preserved, or that is suitable for creation of compensatory aquatic habitats similar to those that would be removed by project implementation~~, it may not be possible to fully mitigate the loss of habitat functions provided by the~~

~~nearly 45 acres of aquatic habitats that would be lost as a result of the Proposed Project~~. Furthermore, indirect impacts would remain significant and unavoidable for the Proposed Project Alternative because:

- the amount of aquatic habitat loss and degradation is extensive and contributes ~~significantly~~ to the loss of ~~this~~ aquatic habitat ~~type~~ in ~~the region~~ Sacramento County and the larger Central Valley and foothill region,
- micro watersheds (i.e., the total land area that drains into an individual wetland or other water feature) of aquatic resources retained on the site would, for the most part, not be preserved, alteration of a micro watershed can substantially alter the hydrologic function of an individual wetland;
- wetland buffers from construction impacts would only be 25 feet in some cases and not more than 75 feet in many others,
- nearly 50% of the aquatic resources in the SPA would be filled, and
- the magnitude of topographic modification that would occur across the site with project implementation is ~~severe~~ considerable.

All of these factors are likely to ~~substantially~~ diminish the water quality, hydrologic, and habitat functions of all wetlands remaining on site and downstream in the project vicinity. Therefore, direct and indirect impacts would remain **significant and unavoidable** for the Proposed Project, Resource Impact Minimization, Centralized Development, and Reduced Hillside Development Alternatives. Under the No USACE Permit Alternative, there would be no direct impacts, but indirect impacts would remain **significant and unavoidable**. In addition, some of the off-site elements fall under the jurisdiction of El Dorado and Sacramento Counties, and Caltrans; therefore, neither the City nor the project applicant(s) would have control over their timing or implementation.

The conclusion that direct and indirect impacts would remain significant and unavoidable pursuant to NEPA and CEQA, however, is separate from the ultimate determination the USACE must make in order to issue permits to fill on-site wetlands, which is whether the project would cause "significant degradation of waters of the United States." (40 CFR 230.10(c).) This subsequent determination has, by the express terms of the regulation, a necessarily broader focus than the individual watershed approach followed in this analysis. Therefore, the significant and unavoidable conclusion in this analysis does not preclude the USACE from issuing fill permits for the project if it finds the project mitigation is sufficient to avoid "significant degradation of the waters of the United States."

The second sentence of the second paragraph under Mitigation Measure 3A.3-2a on page 3A.3-52 is hereby revised as follows:

> No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in ~~coordination~~ consultation with DFG that reducing the buffer would not result in nest abandonment.

The fourth paragraph under Mitigation Measure 3A.3-2a on page 3A.3-52 is hereby revised as follows:

> Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.

The third paragraph under Mitigation Measure 3A.3-2b on page 3A.3-53 is hereby revised as follows:

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

The second-to-last paragraph under Mitigation Measure 3A.3-2b on page 3A.3-53 is hereby revised as follows:

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

The last paragraph under Mitigation Measure 3A.3-2c on page 3A.3-54 is hereby revised as follows:

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

The first two paragraphs under Mitigation Measure 3A.3-2d on page 3A.3-55 is hereby revised as follows:

> The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft or cavities in oak trees to be removed ~~is~~ are used as ~~a~~ hibernaculum and in spring and/or summer to determine if ~~it is~~ they are used as ~~a~~ maternity or day roosts. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.
>
> If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site before ~~the mine shaft~~ it is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable

to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.

The second sentence of the first paragraph under Mitigation Measure 3A.3-2f on page 3A.3-56 is hereby revised as follows:

No project construction shall proceed in areas potentially containing valley elderberry longhorn beetle until a ~~BO~~ take permit has been issued by USFWS, and the project applicant(s) for all project phases have abided by all pertinent conditions in the BO relating to the proposed construction, including all conservation and minimization measures.

The first paragraph under "Wildlife Associated with Vernal Pools" on page 3A.3-57 is hereby revised as follows:

The SPA contains approximately 5 acres of vernal pools, 5 acres of seasonal wetlands, and 26 acres of seasonal wetland swales that are considered potential habitat for vernal pool fairy shrimp, conservancy fairy shrimp, vernal pool tadpole shrimp, and western spadefoot toad. However, western spadefoot generally require a minimum of three weeks of continuous inundation to complete development from an egg to metamorphosis. Most of the features identified as seasonal wetland swales would be unlikely to support surface water for a minimum of three weeks and are therefore unlikely to provide suitable habitat for successful reproduction of western spadefoot. Vernal pool tadpole shrimp and conservancy fairy shrimp are Federally listed as endangered. Vernal pool fairy shrimp is Federally listed as threatened. Western spadefoot is a California species of special concern. Vernal pool tadpole shrimp have been documented directly adjacent to the southwest corner of the SPA, and vernal pool fairy shrimp have been documented ~~less than one mile to the south of~~ on the Prairie City Road Business Park site within the SPA (CNDDB 2008, ECORP Consulting 2009b). Western spadefoot are known to occur in Mather Regional Park, more than 5 miles from the SPA.

The second paragraph under "Wildlife Associated with Vernal Pools" on page 3A.3-58 is hereby revised as follows:

Protocol surveys (two wet-seasons or consecutive wet- and dry-season surveys) for Federally listed vernal pool crustaceans have been conducted on ~~over 70% of the SPA~~ the Carpenter Ranch, Folsom South, Folsom 560, Folsom 138, and Prairie City Road Business Park sites within the SPA and no ~~listed~~ adults or cysts of vernal pool tadpole shrimp or Conservancy fairy shrimp were detected (MJM Properties 2007a, MJM Properties 2007b, Colliers International 2007a, Gibson and Skordal 2009, ECORP 2009b). However, vernal pool fairy shrimp ~~have been~~ were detected in two locations within the Prairie City Business Park property at the northwest corner of the SPA during wet-season surveys in 2008-2009 (ECORP 2009b). ~~At least one wet-season survey has been conducted in other areas along the western portion of the site, but no listed vernal pool crustaceans have been detected (ECORP 2009b).~~ Federally listed vernal pool crustaceans could occur ~~elsewhere in the SPA where~~ on the Sacramento Country Day School site or off-site elements where suitable habitat is present (Holloway Rassmusson Molondanof 2005 and The Hodgson Company 2007a). Although surveys over the majority of the SPA in suitable habitat indicate that listed vernal pool crustaceans may be absent from most of the site, vernal pool fairy shrimp is known to occur in at least one watershed, which is connected to other suitable habitats on the site. However, the Prairie City Road Business Park site where vernal pool fairy shrimp were found is downstream from the remainder of the SPA so this species would be unlikely to disperse from this location to other wetlands in the SPA through flowing water. ~~In addition, many of the wetlands surveyed contained linderiella, which is not a listed species, but is often found in association with listed crustaceans. Therefore, there remains potential for listed vernal pool crustaceans to occur in suitable habitats in the SPA.~~

The third paragraph under "Other Special-Status Species" on page 3A.3-61 is hereby revised as follows:

> American badger is a wide-ranging species that uses grassland and oak woodland habitats. American badger has been documented adjacent to the SPA by Matus (1981, cited in GenCorp 2007e), and nearly the entire SPA provides suitable habitat. It is unknown if the species currently occurs in the SPA. Although implementation of the Proposed Project Alternative would result in loss of habitat for American badger, oak woodland and grassland habitat would be preserved in the open space areas and abundant grassland habitat is present to the south of the SPA. The loss of habitat from the SPA would not be likely to cause loss of individuals and would not substantially reduce local population numbers because there would still be adequate suitable foraging and denning habitat in the area to support the local population. Therefore, **direct** and **indirect** impacts to American badger are considered **less than significant**.

The first sentence of the first paragraph under Mitigation Measure 3A.3-2g on page 3A.3-61 is hereby revised as follows:

> No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) ~~of all project phases~~ for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction.

The first sentence of the third paragraph under Mitigation Measure 3A.3-2g on page 3A.3-61 is hereby revised as follows:

> The project applicant(s) ~~of all project phases~~ for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat.

The first and second sentences of the fourth paragraph under Mitigation Measure 3A.3-2g on page 3A.3-62 are hereby revised as follows:

> The project applicant(s) ~~of all project phases~~ for any particular discretionary development application potentially affecting vernal pool habitat shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. The project applicant(s) ~~of all project phases shall~~ for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation.

The second-to-last sentence of the fourth paragraph under Mitigation Measure 3A.3-2g on page 3A.3-62 is hereby revised as follows:

> This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground-disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS.

The final paragraph before "Implementation" under Mitigation Measure 3A.3-2g on page 3A.3-62 is hereby revised as follows:

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

The text under "Timing" of Mitigation Measure 3A.3-2g on page 3A.3-62 is hereby revised as follows:

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

The first sentence of the third paragraph under Mitigation Measure 3A.3-2h on page 3A.3-63 is hereby revised as follows:

> Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented ~~on a no-net-loss basis~~ consistent with the mitigation ratios described in the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (USFWS 1999). The 1999 conservation guidelines mitigation ratios are based on whether the affected shrub is located in riparian or non riparian habitat, the size of stems affected, and the presence of beetle exit holes.

The paragraph before "Implementation" under Mitigation Measure 3A.3-2h on page 3A.3-62 is hereby revised as follows:

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

The first paragraph under "Wildlife Associated with Vernal Pools" on page 3A.3-65 is hereby revised as follows:

> The Centralized Development Alternative would result in permanent fill of approximately 3 acres of vernal pool, 3 acres of seasonal wetlands, and 18 acres of seasonal wetland swales, which is about ~~1~~ 0.18 acre less of potential habitat for vernal pool fairy shrimp, conservancy fairy shrimp, vernal pool tadpole shrimp, and western spadefoot toad directly affected than the Proposed Project Alternative. Indirect effects on vernal pool species would also be ~~less slightly less than~~ similar to the Proposed Project Alternative because although the Centralized Development Alternative would designate~~d~~ an additional 414 acres of open space, ~~which would preserve more of the uplands surrounding the wetlands, providing lager buffers and maintaining more of the micro-watersheds and greater hydrologic function~~ the additional open space would be located in the eastern portion of the SPA that does not contain suitable vernal pool branchiopod habitat. ~~However,~~ ~~p~~ Permanent loss of habitat for vernal pool fairy shrimp, conservancy fairy shrimp, vernal pool tadpole shrimp, and western spadefoot would still occur as a result of implementation of the Centralized Development Alternative. Indirect effects to these species would still occur as a result of development in uplands adjacent to wetland habitats, including alteration of the topography and hydrologic function, increased runoff from adjacent impervious surfaces, and degraded water quality from containments. Therefore **direct** and **indirect** impacts to wildlife species associated with vernal pools would be **significant.** ***[~~Lesser~~ Similar]***

The first paragraph under Mitigation Measure 3A.3-3 on page 3A.3-70 is hereby revised as follows:

> To mitigate for the potential loss or degradation of special-status plant species and habitat, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall adhere to the requirements described below.

The first sentence of the second paragraph under Mitigation Measure 3A.3-3 on page 3A.3-70 is hereby revised as follows:

- The project applicant(s) ~~of all proposed project phases~~ for any particular discretionary development application, including the proposed off-site elements, shall retain a qualified botanist to conduct protocol level preconstruction special-status plant surveys for all potentially occurring species. Preconstruction special-status plant surveys shall not be required for those portions of the SPA that have already been surveyed according to DFG and USFWS guidelines.

The first and second sentences of the first paragraph under Mitigation Measure 3A.3-4a on page 3A.3-73 are hereby revised as follows:

> The project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall obtain a Section 1602 streambed alteration agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds in the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for ~~all project phases~~ any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMPAGE

The second paragraph under Mitigation Measure 3A.3-4b on pages 3A.3-74 and 3A.3-75 is hereby revised as follows:

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

The text under "Implementation" of Mitigation Measure 3A.3-4b on page 3A.3-75 is hereby revised as follows:

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

The following text is hereby added under Mitigation Measure 3A.3-5 on page 3A.3-83:

> **Oak Woodlands Mitigation Planting Criteria.** The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat:

The following text is hereby added following the third-to-last paragraph under Mitigation Measure 3A.3-5 on page 3A.3-83:

- One 24-inch boxed oak tree equals six units.

The following text is hereby added before the last paragraph under Mitigation Measure 3A.3-5 on page 3A.3-83:

- Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings.

The fourth sentence of the second paragraph under Mitigation Measure 3A.3-5 on page 3A.3-84 is hereby revised as follows:

Any replacement trees that die during the monitoring period shall be replaced~~. The mitigation planting site must~~ in sufficient numbers to achieve 80% survival rate for ~~of~~ planted trees by the end of the eight-year maintenance and monitoring period. ~~or~~ ~~d~~Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved.

The first sentence of the third paragraph under Mitigation Measure 3A.3-5 on page 3A.3-84 is hereby revised as follows:

Isolated Oak Tree Mitigation

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

The third sentence of the third paragraph under Mitigation Measure 3A.3-5 on page 3A.3-84 is hereby revised as follows:

The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the *Folsom Plan Area Specific Plan* (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on ~~individual~~ isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA.

The fifth paragraph under Mitigation Measure 3A.3-5 on page 3A.3-85 is hereby revised as follows:

Isolated Oak Tree Mitigation Planting Criteria

- The determination for whether an ~~individual~~ isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows:

The fourth through second-to-last paragraphs under Mitigation Measure 3A.3-5 on page 3A.3-85 are hereby revised as follows:

- Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a ~~4 or 5~~ 3 to 5 shall be retained~~. Trees of this size but having a rating of 2 or 3 shall not be removed or mitigated~~, unless retaining wall(s) higher than 4 feet tall (from bottom of

footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties.

- Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) ~~would need to be built that are~~ higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the ~~normal Folsom Municipal Code mitigation~~ cost of implementing the isolated oak tree mitigation planting criteria described here) would result.

- Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the ~~normal Folsom Municipal Code mitigation~~ cost of implementing the isolated oak tree mitigation planting criteria described here) would result.

The third-to-last paragraph under Mitigation Measure 3A.3-5 on page 3A.3-86 is hereby revised as follows:

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

The first paragraph under "3A.3.4 Residual Significant Impacts" on page 3A.3-94 is hereby revised as follows:

Although impacts on some biological resources would be reduced to less-than significant levels through implementation of the mitigation measures described in this section, impacts on jurisdictional waters of the United States, including wetlands, and blue oak woodlands would remain significant and unavoidable even with implementation of the mitigation measures listed herein because the project would contribute substantially to the regional loss of these habitats and temporal losses of aquatic resources and blue oak woodland would occur during implementation of mitigation until performance standards and success criteria are met ~~and it is unknown whether the acreage and functions of these habitats can be replaced through preservation and creation since mitigation sites have not been identified and a mitigation plan has not been developed~~. Even after a final mitigation plan is ~~developed~~ approved and implemented, there would be a substantial regional loss of ~~this resource~~ blue oak woodland habitat for many decades and the full range of habitat functions may never be successfully replaced. Impacts on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance would also remain significant and unavoidable because temporal losses of oak tree resources would persist until replacement trees reached comparable sizes to the trees to be removed; a process that would take many decades, and it is unknown if suitable mitigation sites are available in the region to establish replacement trees at appropriate ratios to compensate for the loss of oak tree resources in the SPA. Cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species would remain significant and unavoidable even with implementation of the mitigation measures because the project would contribute substantially to the regional loss and degradation of these habitats.

SECTION 3B.3 "BIOLOGICAL RESOURCES – WATER"

The third paragraph on page 3B.3-34 is hereby revised as follows:

As provided in Section 3B.9, "Hydrology and Water Quality – Water," the hydrological changes within the Natomas Basin, Sacramento River, and Freeport Project – or Zones 1, 2, and 3 of the Off-site Water

Facilities Study Area – as a result of Off-site Water Facilities operations are expected to be minor with minimal changes to existing hydrologic conditions (see pages 3B.9-28 through 3B.9-30). This analysis acknowledges these findings and, therefore, places emphasis on potential impacts to special status species, wetlands, and sensitive habitats that occur within the 200-foot corridor under consideration for each of the Off-site Water Facility Alternatives. These improvements would be exclusively constructed within Zone 4 of the "Water" Study Area and, therefore, this analysis emphasizes those Zone 4 areas. Potential impacts to biological resources within the Folsom SPA, including issues related to the On-site WTP and sections of the pipeline for the Proposed Alternative along Oak Avenue are covered programmatically in Section 3A.3.3. Impacts to biological resources and fisheries within Zones 1, 2, and 3 of the "Water" Study Area as a result of operational effects to hydrology within the Sacramento River and drainage return flows within the NCMWC are also considered in this analysis, in the context of the assumptions identified on page 3-2, "Approach to the Environmental Analysis." These effects are~~and~~ evaluated under separate subheadings, where appropriate, to provide the appropriate geographic context for the discussion.

SECTION 3A.4 "CLIMATE CHANGE - LAND"

The text under "Regulatory Framework" on pages 3A.4-4 and 3A.4-5 is hereby revised as follows:

REGULATORY FRAMEWORK

Numerous Federal, state, regional, and local laws, rules, regulations, plans, and policies define the framework that regulates and will potentially regulate climate change. The following discussion focuses on climate change requirements applicable to the project.

Federal Plans, Policies, Regulations, and Laws

~~*Supreme Court Ruling*~~

~~The U.S. Environmental Protection Agency (EPA) is the Federal agency responsible for implementing the Federal Clean Air Act (CAA). The Supreme Court of the United States ruled on April 2, 2007 that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. However, there are no Federal regulations or policies regarding GHG emissions applicable to the Proposed Project, or alternatives under consideration.~~

~~*EPA Proposed Regulations*~~

~~In response to the mounting issue of climate change, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions. Although both actions discussed below are still in the proposal stage, they would have implications on the regulation, monitoring, and reduction of GHG emissions from stationary and mobile sources.~~

~~*Proposed Mandatory Greenhouse Gas Reporting Rule*~~

~~On April 10, 2009, EPA published its Proposed Mandatory Greenhouse Gas Reporting Rule (proposed reporting rule) in the Federal Register. The proposed reporting rule is a response to the fiscal year (FY) 2008 Consolidate Appropriations Act (House Resolution 2764; Public Law 110-161), which required EPA to develop "… mandatory reporting of greenhouse gases above appropriate thresholds in all sectors of the economy…" The proposed reporting rule would apply to fossil fuel and industrial GHG suppliers, vehicle and engine manufacturers, and all facilities that would emit 25,000 metric tons of CO_2e or more per year. Facility owners would be required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The proposed reporting rule would also mandate record keeping~~

~~and administrative requirements for EPA to verify annual GHG emissions reports. Owners of existing facilities that commenced operation prior to January 1, 2010 would be required to submit an annual report for calendar year 2010. Owners of new facilities commencing operation after January 1, 2010 would be required to submit an annual report from the facility's commencement date to December 31, 2010. For all subsequent operating years, facility owners would be required to report GHG emissions for the whole calendar year (January 1 to December 31). The comment period on the proposed reporting rule ended on June 6, 2009.~~

~~*Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Federal Clean Air Act*~~

~~On April 23, 2009, EPA published their Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CCA (Endangerment Finding) in the Federal Register. The Endangerment Finding is based on Section 202(a) of the CAA, which states that the Administrator (of EPA) should regulate and develop standards for "emission[s] of air pollution from any class or classes of new motor vehicles or new motor vehicle engines, which in [its] judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare." The proposed rule addresses Section 202(a) in two distinct findings. The first addresses whether or not the concentrations of the six key GHGs (i.e., CO_2, CH_4, N_2O, HFCs, perflurorocarbons [PFCs], and SF_6) in the atmosphere threaten the public health and welfare of current and future generations. The second addresses whether or not the combined emissions of GHGs from new motor vehicles and motor vehicle engines contribute to atmospheric concentrations of GHGs and therefore the threat of climate change.~~

~~The Administrator proposed the finding that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CCA. The evidence supporting this finding consists of human activity resulting in "high atmospheric levels" of GHG emissions, which are very likely responsible for increases in average temperatures and other climatic changes. Furthermore, the observed and projected results of climate change (e.g., higher likelihood of heat waves, wildfires, droughts, sea level rise, higher intensity storms) are a threat to the public health and welfare. Therefore, GHGs were found to endanger the public health and welfare of current and future generations.~~

~~The Administrator also proposed the finding that GHG emissions from new motor vehicles and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. The proposed finding cites that in 2006, motor vehicles were the second largest contributor to domestic GHG emissions (24% of total) behind electricity generation. Furthermore, in 2005, the United States was responsible for 18% of global GHG emissions. Therefore, GHG emissions from motor vehicles and motor vehicle engines were found to contribute to air pollution that endangers public health and welfare.~~

In response to the mounting issue of climate change, the U.S. Environmental Protection Agency (EPA) has taken the following actions to regulate, monitor, and potentially reduce GHG emissions.

Mandatory Reporting of Greenhouse Gases (40 CFR part 98)

On October 30, 2009, the EPA published a rule for the mandatory reporting of GHGs (also referred to as 40 CFR part 98) from large GHG emissions sources in the U.S. Implementation of 40 CFR Part 98 is referred to as the Greenhouse Gas Reporting Program (GHGRP).

Comprehensive, nationwide emissions data will provide a better understanding of where GHGs are coming from and will guide development of policies and programs to reduce emissions. The publicly available data will allow reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Annual reports are required, and EPA will verify the data submitted rather than requiring third-party verification.

40 CFR Part 98 applies to direct greenhouse gas emitters, fossil fuel suppliers, and industrial gas suppliers. In general, the threshold for reporting is 25,000 metric tons or more of CO_2e per year. Reporting is at the facility level, except for certain suppliers of fossil fuels and industrial greenhouse gases.

An estimated 85–90% of the total U.S. GHG emissions from approximately 10,000 facilities will be covered by this final rule. Most small businesses would fall below the 25,000 metric ton (MT) CO2e threshold and are not required to report GHG emissions to EPA.

National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks

EPA and National Highway Traffic Safety Administration (NHTSA) are developing a national program to reduce GHG emissions and fuel use from on-highway transportation sources. The effect of these actions will be to reduce GHG emissions, improve energy security, increase fuel savings, and provide regulatory certainty for manufacturers. The EPA establishes GHG emissions standards under the Clean Air Act, whereas NHTSA establishes fuel economy standards under the Energy Independence and Security Act (EISA) and the Energy Policy and Conservation Act (EPCA). The goal of the joint rulemakings is coordinated Federal standards that are also harmonized with applicable state standards.

EPA and NHTSA's May 7, 2010 final rule set GHG and fuel economy standards for light-duty vehicles for model years 2012 through 2016. Light-duty vehicles are responsible for about 60% of U.S. transportation GHG emissions.

Next, EPA and NHTSA will address heavy-duty trucks, which are the transportation segment's second largest contributor to oil consumption and GHG emissions. The heavy-duty sector, from large pickups to 18-wheelers, emits about 20% of U.S. transportation GHG emissions.

President Obama's May 21, 2010 memorandum on "Improving Energy Security, American Competitiveness and Job Creation, and Environmental Protection through a Transformation of our Nation's Fleet of Cars and Trucks," also requested that EPA and NHTSA develop a coordinated national program that will set further standards to improve fuel efficiency and reduce GHG emissions for passenger cars and light-duty trucks for model years 2017 and later.

EPA and NHTSA currently anticipate that the joint rulemaking for new heavy-duty engines and vehicles will be finalized by July 2011, and would begin with model year 2014. To address further standards for light-duty vehicles, EPA and NHTSA issued a Notice of Intent (NOI) on September 30, 2010, and a Supplemental NOI on November 30, 2010, to begin developing new standards for GHGs and fuel economy for light-duty vehicles in model years 2017-2025.

The president's memorandum asks EPA to review whether the current non-GHG emissions regulations for new motor vehicles/engines and fuels are adequate, including whether current tailpipe standards for nitrogen oxides, air toxics, and gasoline sulfur standards are adequate. If EPA finds that new emission regulations are required, the agency will promulgate new regulations as part of a comprehensive approach toward regulating motor vehicles.

The president also calls on the Department of Energy (DOE), coordinating with EPA and the Department of Transportation (DOT)/NHTSA and working with stakeholders, to develop voluntary standards to facilitate the deployment of advanced vehicle technologies, such as electric vehicles and plug-in hybrid electric vehicles.

Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Federal Clean Air Act

On December 7, 2009, EPA adopted its Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CCA (Endangerment Finding). The Endangerment Finding is based on Section 202(a) of the CAA, which states that the EPA Administrator should regulate and develop standards for "emission[s] of air pollution from any class of classes of new motor vehicles or new motor vehicle engines, which in [its] judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare." The rule addresses Section 202(a) in two distinct findings. The first addresses whether or not the concentrations of the six key GHGs (i.e., CO_2, CH_4, N_2O, HFCs, perfluorocarbons, and SF_6) in the atmosphere threaten the health and welfare of current and future generations. The second addresses whether or not the combined emissions of GHGs from new motor vehicles and motor vehicle engines contribute to atmospheric concentrations of GHGs and thus to the threat of climate change.

The EPA Administrator found that atmospheric concentrations of GHGs endanger public health and welfare within the meaning of Section 202(a) of the CAA. The EPA Administrator also found that GHG emissions from new motor vehicles and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare.

Council on Environmental Quality Draft National Environmental Policy Act Guidelines

The Council on Environmental Quality (CEQ) issued new draft guidance on when and how to include GHG emissions and climate change impacts in environmental review documents under NEPA. The CEQ's guidance (issued on February 18, 2010) suggests that Federal agencies should consider opportunities to reduce GHG emissions caused by proposed Federal actions and adapt their actions to climate change impacts throughout the NEPA process and to address these issues in their agency NEPA procedures.

In the context of addressing climate change in environmental documentation, the two main considerations are:

1. The GHG emission effects of a proposed action and alternative actions, and

2. The impacts of climate change on a proposed action or alternatives. The CEQ notes that "significant" national policy decisions with "substantial" GHG impacts require analysis of their GHG effects, i.e., if a proposed action causes "substantial" annual direct emissions, or if a Federal agency action implicates energy conservation, reduced energy use, or GHG emissions, and/or promotes renewable energy technologies that are cleaner and more efficient.

In these circumstances, information on GHG emissions (qualitative or quantitative) that is useful and relevant to the decision should be used when deciding among alternatives. The CEQ suggests that if a proposed action causes direct annual emissions greater than or equal to 25,000 MT CO_2e, a quantitative and qualitative assessment may be meaningful to decision makers and the public. If annual direct emissions are less than 25,000 MT CO_2e, the CEQ encourages Federal agencies to consider whether the action's long-term emissions should receive similar analyses.

The text under "Environmental Consequences and Mitigation Measures" on page 3A.4-11 and 3A.4-12 is hereby revised as follows:

For the purposes of this EIR/EIS, the City and USACE have decided to quantify total GHG emissions from the Proposed Project and alternatives under consideration, and determine whether the associated emissions would substantially help or hinder the state's ability to attain the goals identified in AB 32 (i.e.,

reduction of statewide GHG emissions to 1990 levels by 2020). The analysis of GHG emissions in this EIR/EIS recognizes that the impact that GHG emissions have on global climate change does not depend on whether they are generated by stationary, mobile, or area sources, or whether they are generated in one region or another. As stated above, the mandate of AB 32 demonstrates California's commitment to reducing GHG emissions and the state's associated contribution to climate change, without intending to limit population or economic growth within the state. Thus, to achieve the goals of AB 32, which are tied to mass GHG emission levels of a specific benchmark year (i.e., 1990), California would have to achieve a lower rate of emissions per unit of population (per person) and/or per level of economic activity (e.g., per job) than its current rate. Furthermore, to accommodate future population and economic growth, the state would have to achieve an even lower rate of emissions per unit than it achieved in 1990. (The goal—to achieve 1990 quantities of GHG emissions by 2020—will need to be accomplished despite 30 years of population and economic growth beyond 1990.) For this reason, land uses need to be GHG "efficient" to attain AB 32 goals while accommodating population and job growth. Thus, the program-level analysis of GHGs for this EIR/EIS focuses on the annual operational GHG emissions per service population (SP), or annual GHG/SP, where SP is the number of residents accommodated by each alternative plus the number of jobs supported by each alternative. The ~~benchmark for~~ threshold of significance for operational GHG emissions calculated using this approach ~~this metric~~ is ~~estimated to be approximately~~ 4.36 metric tons CO_2e/SP/year for the year 2020 and ~~32.68~~ 86 metric tons CO_2e/SP/year for the year 2030. These ~~benchmarks~~ thresholds were developed and estimated based on future expected growth in the state's population and economy and the mass emissions reduction target mandated by AB 32 for the year 2020 and an interpolated mass emissions reduction target mandated target for the year 2030 that is based on Executive Order S-3-05; assumptions were also made about which emissions sectors of the statewide GHG emissions inventory are affected by land use planning and development design decisions. For instance, GHG emissions produced by the forestry sector are not accounted for in this metric because the Proposed Project and alternatives under consideration would not result in the removal or addition of forests or state forestland. These and other detailed projections and calculations used to estimate this benchmark are presented in Appendix C1.

Additionally, the application of an efficiency-based ~~metric~~ threshold in this analysis is consistent with the discussion in ARB's Scoping Plan of the importance of GHG efficiency in land use planning that must be achieved to attain the mandated reductions in mass annual GHG emission levels (ARB 2008, page ES-12). However, although the Scoping Plan discusses efficiency in terms of (imperial) tons per person, it does not explicitly discuss ways to account for projected growth in the state's population or projected growth in the state's economy. Moreover, the metric of mass GHG emissions per capita would not be useful for understanding the efficiency of nonresidential land uses (e.g., commercial, industrial, educational).

Because the CO_2e/SP/year ~~metric~~ threshold accounts for future population growth, future economic growth, and mass emission targets, future land use development projects that would not be more GHG efficient than "business as usual" would conflict with the spirit of AB 32 policy.

The text under Mitigation Measure 3A.4-1 on page 3A.4-14 is hereby revised as follows:

Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions.

To further reduce construction-generated GHG emissions, the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each

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

The text under Mitigation Measure 3A.4-1 on page 3A.4-15 is hereby revised as follows:

- Develop a ~~SMAQMD-approved~~ plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.

In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.

Implementation: Project applicant(s) during all discretionary development projects ~~phases~~ and on-site and off-site elements.

Timing: Before approval of small-lot final maps and building permits for all discretionary development projects ~~phases~~, including all on- and off-site elements and implementation throughout project construction.

The text in Table 3A.4-1 on page 3A.4-17 is hereby revised as follows:

This page intentionally left blank.

Table 3A.4-1
Summary of Modeled Greenhouse Gas Emissions (CO_2e) from On-Site Elements for the Proposed Project and Action Alternatives

Source	CO_2e Emissions by Alternative [1]				
	PP	RIM	RHD	CD	NCP
Construction Emissions over Buildout Period (2011-2030) (metric tons) [2, 3]	50,456	44,979	50,684	47,105	42,664
Operational Emissions at Full Buildout (Year 2030) (metric tons/year)					
Area-Source Emissions [4]	45,478	36,027	46,995	40,062	31,435
Mobile-Source Emissions [4]	111,037	86,171	111,848	108,560	92,043
Indirect Operational Emissions Associated with Electricity Consumption [5]	111,049	96,503	145,454	126,154	99,860
Indirect Operational Emissions Associated with Water Consumption [6]	23,485	18,193	26,399	21,433	16,877
Total Operational Emissions [7]	**291,049**	**236,895**	**330,696**	**296,208**	**240,215**
Total Cumulative Emissions [8]	**11,692,416**	**9,520,779**	**13,278,524**	**11,895,425**	**9,651,264**
Operational GHG Efficiency Metrics					
Residential Population Accommodated by Alternative	24,335	19,584	28,084	20,689	15,808
Employment (jobs) Accommodated by On-Site Development	13,209	9,500	14,119	13,574	11,173
Service Population (SP) Supported by Alternative	37,544	29,084	42,203	34,263	26,981
Annual CO_2e/SP (metric tons/year)	7.8	8.2	7.8	8.7	8.9
Operational GHG ~~Efficiency Benchmarks~~Significance Thresholds					
Annual CO_2e/SP benchmark that reflects statewide target for Year 2020 (metric tons/year) [8~~9~~]	4.4~~36~~				
Annual CO_2e/SP benchmark that reflects statewide target for Year 2030 (metric tons/year) [8~~9~~]	~~3~~2.7~~8~~6				

Notes: CO_2e = carbon dioxide equivalent; PP = Proposed Project/Action; RIM = Resource impact Minimization; CD = Centralized Development; RHD = Reduced Hillside Development; NCP = No USACE Permit; GHG = greenhouse gas; SP = Service Population; AB = Assembly Bill; ARB = Air Resources Board; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; VMT = vehicle miles traveled; CCAR = California Climate Action Registry; CEC = California Energy Commission

1 The values presented do not include the full life cycle of GHG emissions that would occur over the production/transport of materials used during the construction of the on-site elements under each build alternative or used during the operational life of the project, solid waste that would be generated over the life of the project, and the end of life for the materials and processes that would occur as an indirect result of the project. Estimating the GHG emissions associated with these processes would be too speculative for meaningful consideration and would require analysis beyond the current state of the art in impact assessment, and may lead to a false or misleading level of precision in reporting operational GHG emissions. Furthermore, indirect emissions associated with in-state energy production and generation of solid waste would be regulated under AB 32 directly at the source or facility that would handle these processes. The emissions associated with off-site facilities in California would be closely controlled, reported, capped, and traded under AB 32 and California ARB programs, as recommended by ARB's Scoping Plan (ARB 2008). Therefore, it is assumed that GHG emissions associated with these life-cycle stages would be consistent with AB 32 requirements. Note that this table does not include the No Project Alternative, because if developed, construction of residences that could be developed under the adopted Sacramento County General Plan and zoning ordinance would not be anticipated to require a high number of diesel-powered construction equipment or involve intense levels of earth movement for an extended period of time.

2 Construction emissions were modeled with the URBEMIS 2007 computer model using the same assumptions and input parameters to estimate criteria air pollutant emissions in Section 3A.2, "Air Quality – Land." The URBEMIS 2007 model does not account for CO_2 emissions associated with the production of concrete or other building materials used in project construction. It also does not estimate GHG emissions other than CO_2, though the levels of these pollutants (i.e., CH_4 and N_2O) are expected to be nominal in comparison to the estimated CO_2 levels, even considering their respective global warming potentials. Estimated values represent the levels of construction-generated GHG emissions that would be generated during the entire 19-year construction period. Construction emission estimates do not account for the fact that the intense level of grading that would occur on the eastern side of the SPA (compared to the intensity of grading that would be performed in other areas of the site) under the Proposed Project, Resource Impact Minimization, Reduced Hillside Development, and No USACE Permit Alternatives, but not the Centralized Development Alternative. This distinction is pertinent because grading is one of the most GHG emission-intensive phases of construction. However, a more detailed analysis is not provided because grading plans were not available for the Proposed Action or the four other action alternatives at the time of the analysis.

3 Construction emission estimates do not account for the fact that the intense level of grading that would occur on the eastern side of the SPA (compared to the intensity of grading that would be performed in other areas of the site) under the Proposed Project, Resource Impact Minimization, Reduced Hillside Development, and No USACE Permit Alternatives, but not the Centralized Development Alternative. This distinction is pertinent because grading is one of the most GHG emission-intensive phases of construction. However, a more detailed analysis is not provided because grading plans were not available for the Proposed Action or the four other action alternatives at the time of the analysis.

4 Direct operational area- and mobile-source emissions were modeled using the URBEMIS 2007 computer model, based on VMT and the number of trips obtained from the traffic analysis, as well as the same assumptions and input parameters used to estimate criteria air pollutant emissions in Section 3A.2, "Air Quality – Land." URBEMIS also does not estimate GHG emissions other than CO_2 emissions, although the levels of these pollutants (i.e., CH_4 and N_2O) are expected to be nominal in comparison to the estimated CO_2 levels, even considering their respective global warming potential.

5 Indirect operational CO2e emissions associated with electricity consumption were estimated using the methodologies and emission factors from the California Climate Action Registry's General Reporting Protocol, Version 3.1 (CCAR 2009).

6 Electricity consumption and direct sources (e.g., mobile sources) associated with the consumption of water, including the conveyance, distribution, and treatment of that water, was estimated by RMC as part the Water Supply and Demand Analysis. See Appendix M for detailed assumptions and calculations of water-related GHG emissions.

7 Totals may not add exactly due to rounding. Actual values for these parameters are expected to be lower for multiple reasons, which are discussed in detail in the impact analysis. This estimate total does not account for the depletion of carbon sequestration associated with the loss of blue oak woodland and individual oak trees that currently exist in the SPA. This impact is discussed in greater detail in Section 3A.3, "Biological Resources – Land".

8 Cumulative emissions consist of construction plus operational emissions over 40 years, as recommended by SMAQMD (SMAQMD 2009:6-8).

8~~9~~ These ~~benchmarks~~thresholds are based on projected increases in the state's population and employment levels and reductions targets established by AB 32 and Executive Order S-3-05.

Source: Modeling performed by AECOM in 2010

The fourth paragraph under "On-Site Elements" on page 3A.4-25 is hereby revised as follows:

> With regard to the other largest category of operational GHG emissions shown in Table 3A.4-1, indirect GHG emissions related to the consumption of fossil fuel-based electricity, these estimated emissions do not account for reductions that will result from future regulatory changes under AB 32. The estimate of these emissions is not discounted to reflect the alternative-energy mandate of SB 107, which requires the Sacramento Municipal Utility District (SMUD) and other electric utilities to provide at least 20% of its electricity supply from renewable sources by 2010 and 30% by 2020; this mandate would be fully implemented before full buildout of the Proposed Project and other four action alternatives. Because SMUD is still procuring enough renewable energy to meet this goal, the estimated rate of GHG emissions from electricity is expected to decrease between now and 2010. In addition, SB 1368 requires more stringent emissions performance standards for new power plants, both in-state and out-of-state, that will supply electricity to California consumers. Thus, implementation of SB 1368 will also reduce GHG emissions associated with electricity consumption. ~~Rates of energy consumption will be further reduced with implementation of the 2010 Green Building Regulations, which will replace Title 24 building standards with more stringent, energy-efficiency requirements.~~

The third paragraph under "On-Site Elements" on page 3A.4-26 and 3A.4-27 is hereby revised as follows:

> Because the total GHG emissions associated with project operations under the Proposed Project and other four action alternatives would be considered substantial, and due to the uncertainty about ~~whether~~ to what degree ~~the~~ future regulations developed through implementation of AB 32 would ~~cause operational emissions to be 30% lower than business-as-usual emission levels or~~ help enable achievement of the CO_2e/SP/year ~~goals~~ thresholds for the years 2020 or 2030, the Proposed Project, Resource Impact Minimization, Centralized Development, Reduced Hillside Development, and No USACE Permit Alternatives would result in a cumulatively considerable contribution to a **significant** cumulative impact related to long-term operational generation of GHGs. ***[According to the annual CO_2e/SP metric for the year 2030 presented in Table 3A.4-1, the extent of this impact for the Resource Impact Minimization, Centralized Development, Reduced Hillside Development, and No USACE Permit Alternatives would be greater than that for the Proposed Project Alternative. The Reduced Hillside Development Alternative's annual CO_2e/SP would be equal to that of the Proposed Project Alternative.]***

The text under Mitigation Measure 3A.4-2a on page 3A.4-26 and 3A.4-27 is hereby revised as follows:

> **Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.**
>
> Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated negative declaration, or project-specific EIR) and will require that GHG emissions from ~~construction and~~ operation of each phase of development , including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by ~~30% from business-as-usual 2006 emissions and as required by the California Global Warming Solutions Act of 2006 (AB 32)~~ . an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO_2e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO_2e/SP/year for development that would become operational on or before the year 2030.
>
> The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures (including those developed under AB 32).

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

For each increment of new development, the project applicant(s) shall submit to the City a list of feasible energy efficient design standards to be considered in the project-specific environmental review. These energy conservation measures which will be incorporated into the design, construction, and operational aspects of each increment of development, would result in a reduction in overall project energy consumption and GHGs. The project-specific environmental review shall further identify potentially feasible GHG reduction measures to reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, ~~and~~ which will continuously evolve under the mandate of AB 32 and ~~the resulting CO_2e/SP/year metric~~ Executive Order S-3-05. If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City ~~will~~ shall review and ensure inclusion of the design features in the proposed project before the applicant(s) can receive the City's discretionary approval for ~~the applicable~~ any increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors:

- the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the project site are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;

- the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;

- the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the project site, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation;

- ~~the extent to which replacement of CCR Title 24 with the California Green Building Standards Code or other similar requirements will result in new buildings being more energy efficient and consequently more GHG efficient;~~

- the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;

- the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions;

The text under "Implementation," of Mitigation Measure 3A.4-2a on page 3A.4-29 is hereby revised as follows:

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

The text under Mitigation Measure 3A.4-2b on page 3A.4-29 is hereby revised as follows:

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

SECTION 3A.5 "CULTURAL RESOURCES - LAND"

The second paragraph under "Methodology for Identifying Documented Resources" on page 3A.5-5 is hereby revised as follows:

> The NCIC records search indicates that while the entire SPA has been inventoried previously for cultural resources (Table 3A.5-1), some of the inventories need to be updated. ~~and that~~ Approximately 260 prehistoric and historic-era districts, sites, features, and isolated artifacts have been identified (Appendix E2). The density of identified historic and prehistoric resources suggests that the entire SPA is also sensitive for additional undiscovered prehistoric and historic cultural resources. Thus, the SPA is considered ~~highly~~ moderately sensitive for historic and prehistoric resources.

The paragraph under "Identified Resources" on page 3A.5-5 is hereby revised as follows:

> Cultural resources identified within the SPA include: (1) traces of early Native American habitation including lithic artifact scatters and bedrock mortars; and (2) the remains of historic-era activities, in

particular, those related to Gold Rush-era and later mining operations. The latter consist of the remains of small placer and quartz mines, numerous ditches and remains of similar water conveyance infrastructure, cabin sites, and other structure foundations, tailings piles, and refuse scatters. Historic-era resources also include ranch and farm complexes, stone walls, fences, and roadways.

The text of the first two paragraphs under "Summary of Identified Resources" on page 3A.5-9 is hereby revised as follows:

Regardless of their type and cultural/temporal associations, research has demonstrated that numerous cultural sites, features, artifacts, and landscapes are situated within the SPA. While the highest density of recorded resources occurs in the northwest corner of the SPA, the overall density of identified cultural resources suggests that the entire SPA is moderately ~~highly~~ sensitive for historic and prehistoric resources. The number of identified resources indicates a strong likelihood that additional undiscovered resources occur within the SPA.

Identified resources constitute the remains of a long series of human activities from prehistoric habitation and resource processing, to early historic mining, ranching, and transportation. ~~Although the entire SPA has been subjected to detailed archaeological surveys and historical investigations,~~ While some cultural resource investigations have been conducted within the SPA, much of this research has been conducted in a piecemeal fashion and to date no consideration has been given to the documentation and interpretation of the most notable "site" documented in the area—the historic mining landscape presently labeled CA-Sac-308H. This landscape, along with most of the other prehistoric and historic-era resources documented within the SPA, has not been formally evaluated for significance per NRHP/CRHR criteria. Regardless of their association or eligibility, the large number of cultural resources documented indicates that the SPA has long been the focus of intensive activity for thousands of years and due to its largely intact nature, is unique in the Sacramento/Folsom region.

The sixth paragraph under "Phased Identification, Evaluation, and Management of Cultural Resources under Section 106" on page 3A.5-11 is hereby revised as follows:

- ~~SHPO and~~ USACE will complete and report the results of all required intensive surveys of the undertaking's APE in a manner consistent with applicable federal standards and guidelines.

The fifth and sixth paragraphs under "Phased Identification, Evaluation, and Management of Cultural Resources under Section 106" on page 3A.5-12 are hereby revised as follows:

- Notices to Proceed (NTP) with construction may be issued by USACE for individual development projects, under any of the following conditions: 1) USACE and the SHPO have determined that there are no cultural resources within the APE for a particular Section 404 permit; ~~and~~ or 2) USACE and SHPO have determined that there are no Historic Properties within the APE for a particular Section 404 permit; or 3) USACE, after consultation with the SHPO and interested persons, has implemented an adequate treatment plan for Historic Properties in the development project that will be adversely affected, and the fieldwork stipulated in the HPTP and/or DRP(s) has been completed; the Historic Properties Synthesis document has been updated and modified; USACE has accepted a summary of the fieldwork performed and a schedule for completing the reports for that work. USACE will not issue an NTP for a development project that includes a portion of a NRHP-eligible district that will be adversely affected until all development projects that include a portion of that district have completed the preparation of the Historic Properties Synthesis. Furthermore USACE shall not issue an NTP until completion of project-level mitigation is completed to the satisfaction of USACE and the SHPO.

- If potentially NRHP-eligible resources are discovered during construction, ground disturbing activities will cease until the provisions of 36 CFR 800.13(b) (discoveries without prior planning) are

met. USACE will provide the SHPO and the ACHP an opportunity to review and comment on proposed treatment in accordance with the PA~~Stipulation 7~~.

The second through fifth paragraphs under "California Environmental Quality Act" on page 3A.5-13 are hereby revised as follows:

- ~~is~~ associated with events that have made a significant contribution to the broad patterns of local or regional history of California~~'s history and cultural heritage;~~ or the United States (Criterion 1);

- ~~is~~ associated with the lives of persons important to local, California, or national history (Criterion 2)~~in our past; or~~;

- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of ~~an important creative individual, or possesses~~ a master or possesses high artistic values (Criterion 3); or

- has yielded~~,~~ or ~~may be likely~~ has the potential to yield~~,~~ information important ~~in~~ to the prehistory or history of the local area, California, or the nation (Criterion 4).

The text of Mitigation Measure 3A.5-1a on page 3A.5-17 and 3A.5-18 is hereby revised as follows:

Mitigation Measure 3A.5-1a: ~~Prepare, Execute, and Implement a~~ Comply with the Programmatic Agreement.

The PA for the proposed project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the NHPA. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.

~~For all action alternatives that require Federal permitting and authorization, USACE shall satisfy the requirements of Section 106 of the NHPA. A PA shall be prepared that requires the following measures:~~

- ~~For each development phase of the specific plan and associated Federal permits and authorizations, USACE, as the Federal Section 106 lead (or USACE designee) shall prepare an APE map and shall consult with the SHPO on the APE, as described above.~~

- ~~Once SHPO, USACE, and other consulting parties agree on the project-specific APE, USACE or permit applicant (or designee, as directed by USACE) shall perform an inventory for cultural resources in the phase-specific APE consistent with the Secretary of the Interior's Standards and Guidelines for Identification (48 Federal Register [FR] 44720-23) and submit this inventory to the SHPO and any other relevant consulting parties for review as required under the PA. The same document shall evaluate identified resources for listing on the NRHP per the criteria provided above and the Secretary of the Interior's Standards and Guidelines for Evaluation (48 FR 44723-26).~~

- ~~Once the inventory is complete, USACE (or designee, as directed by USACE) shall prepare a Finding of Effect (FOE) to assess the effect of the buildout of the individual development phase upon identified historic properties by applying the Criteria of Adverse Effect pursuant to 36 CFR 800.5(a)(1). If the FOE identifies adverse effects, the project applicant or USACE, or designee) shall prepare treatment measures and protocols to minimize these impacts to the extent possible. These treatment measures shall be appended to the PA in a treatment plan prepared for the specific project development phase. Treatment measures may include, but are not limited to, avoidance and preservation in places where possible. Where avoidance is not possible or feasible, treatment shall consist of either: 1) recovery of a suitable sample of material from archaeological sites that have the~~

~~potential to contribute to research, or 2) documentation of historic resources to capture their significance and relationship to important historical themes. Documentation of historical resources shall be performed according to the Historic American Building Survey or Historic American Engineering Record (HABS/HAER) specifications or an equivalent standard when existing architecture or engineered features are subject to adverse effects. Where appropriate, treatment plans may specify the preparation and circulation of interpretive brochures, narrative descriptions, and photographic documentation for the general public.~~

- ~~A geoarchaeological overview of the SPA may be stipulated and implemented in the PA, as determined by USACE, in order to assess the likelihood for buried cultural deposits. Focused geoarchaeological studies may be subsequently required for portions of the SPA and vicinity of off-site elements that are considered highly sensitive to determine if additional inventory or monitoring should be performed during construction as determined by USACE.~~

- ~~Resources that may be discovered inadvertently during construction will be handled pursuant to 36 CFR Part 800.13(b) (discoveries without prior planning).~~

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

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

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

The third and fourth paragraphs under Mitigation Measure 3A.5-1b on page 3A.5-19 are hereby revised as follows:

- For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) ~~of all project phases~~ for any particular discretionary development application (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development ~~phase~~ would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.

- Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.

The second and third paragraphs under Mitigation Measure 3A.5-2 on page 3A.5-21 are hereby revised as follows:

- Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered.

- As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.

SECTION 3B.5 "CULTURAL RESOURCES – WATER"

The second bullet on page 3B.5-4 is hereby revised:

- Phased Identification, Evaluation, and Management of Cultural Resources under Section 106 of the National Historic Preservation Act. As described in Section 3A.5.2, the USACE has determined that cultural resources would be managed under a Programmatic Agreement (PA), the execution of which would satisfy the requirements of Section 106 sufficiently for other Federal actions to proceed and enable a phased identification, evaluation, treatment, and mitigation for the off-site water conveyance alignment and WTP.

SECTION 3A.6 "ENVIRONMENTAL JUSTICE – LAND"

No revisions.

SECTION 3B.6 "ENVIRONMENTAL JUSTICE – WATER"

No revisions.

SECTION 3A.7, "GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES - LAND"

The first sentence of the fourth full paragraph on page 3A.7-13: is hereby revised

> Land south of the SPA, south of White Rock Road, is currently undeveloped and is outside of the Sacramento County Urban Services Boundary. ~~As shown on Exhibit 3A.7-3, l~~Land south of the SPA is zoned MRZ-~~3~~2.

The text under Mitigation Measure 3A.7-4 on page 3A.7-32 is hereby revised as follows:

> **Mitigation Measure 3A.7-4: Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-Site Elements East of Old Placerville Road.**
>
> Before the start of all construction activities east of Old Placerville Road, the project applicant(s) ~~of all project phases~~ for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such

as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.

SECTION 3B.7, "GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES - WATER"

No revisions.

SECTION 3A.8, "HAZARDS AND HAZARDOUS MATERIALS - LAND"

The text related to terminology on pages 3A.8-1 and 3A.8-2 is hereby revised as follows:

- **National Priorities List (NPL)—**A listing by the EPA of sites containing hazardous materials, used to guide EPA in determining which sites warrant further investigation of the extent of human health and environmental risks associated with the sites, identifying which remedial actions may be appropriate, and notifying the public and potentially responsible parties of agency action regarding the listed sites.

- **Remedial Action Plan**—A plan, approved by the California Department of Toxic Substances Control (DTSC), that outlines a specific program leading to the remediation of a contaminated site. Once the draft Remedial Action Plan is prepared, a public meeting is held and comments from the public are solicited for a period of no less than 30 days. After the public comment period has ended and public comments have been responded to in writing, DTSC will generally approve the final remedy for the site (the final Remedial Action Plan). This plan is generally used for large, long-term projects. (The Federal counterpart to this type of plan, known as a Remedial Design/Remedial Action Plan, is administered by EPA.)

- **Record of Decision—**A public document issued by EPA that explains which cleanup alternatives developed in the Remedial Investigation/Feasibility Study process will be used to clean up a Superfund site.

The text related the types of remedial actions that may occur, on page 3A.8-2 is hereby revised as follows:

Remedial investigations provide information related to current site conditions, wastes found on site, human health and ecological risks, and evaluation of potential treatment technologies. The feasibility study is the mechanism for the development, screening, and detailed evaluation of alternative remedial actions. Remedial actions may include:

- institutional controls (e.g., deed restrictions);
- monitoring;
- physical containment;
- mass reduction (e.g., biological or chemical treatment); and/or
- excavation or extraction and disposal.

The last paragraph before "Area 40" on page 3A.8-3 is hereby revised as follows:

Before any portion of the Aerojet Superfund site can be made available for new uses, EPA must issue a record of decision (ROD) identifying the proposed remedy for the Aerojet site. Following the ROD, remedial actions would be implemented, and any new uses proposed on the Aerojet Superfund site would require approval by EPA, DTSC, and the Central Valley RWQCB. This approval would be contingent on the progress of remedial actions, and would require that ~~or similar certification indicating that remedial~~

~~actions have been completed, and that~~ no unacceptable risks would be posed to human health or the environment.

The first paragraph under "Area 40" on page 3A.8-3 is hereby revised as follows:

Area 40, which is part of the Island OU of the Aerojet Superfund site, is located in the SPA, a short distance east of Prairie City Road, approximately half way between U.S. 50 and White Rock Road. The RI/FS Sampling Plan prepared by Aerojet (Aerojet General Corporation 2007, included as Appendix G1) discusses the site history, sources of hazardous materials, and field sampling activities, and site management. The contents of the RI/FS Sampling Plan are summarized briefly below.

The first two sentences of the fifth paragraph under "Area 40" on page 3A.8-3 are hereby revised as follows:

In 2007, Aerojet released a RI/FS Sampling Plan for the Island OU, which includes scattered sites across the Aerojet facility, including Area 40. The RI/FS Sampling Plan summarizes data from monitoring wells installed in 1985 and 1992.

The last paragraph under "Area 40" on page 3A.8-6 is hereby revised as follows:

Arcadis concluded that development of the area of potential VOC off-gassing into ambient air (as shown in Exhibit 3A.8-2) as parks or open space would not pose a substantial risk to human health. These conclusions were based on an understanding that the EPA would ensure that contaminated soils are remediated appropriately in accordance with future land uses as proposed in the Specific Plan and analyzed in this EIR/EIS (ARCADIS 2007, included as Appendix G3).

The first sentence in the first paragraph under "Eastern Operable Unit" on page 3A.8-6 is hereby revised as follows:

An off-site detention basin is proposed ~~east~~ west of Prairie City Road.

The first sentence in the first paragraph under "Analysis Methodology" on page 3A.8-18 is hereby revised as follows:

This analysis is based primarily on review of the Phase 1 Environmental Site Assessment conducted by ERM (2008), Wallace Kuhl & Associates (2004, 2005), Versar 2006, and Youngdahl & Associates (1995); review of a Supplemental RI/FS Sampling Plan prepared for the Island OU of the Aerojet Superfund site (Aerojet General Corporation 2007); review of a site remediation feasibility study of the Island OU of the Aerojet Superfund site (ARCADIS 2007); a site visit conducted by EDAW/AECOM (now AECOM) in 2007; a review of aerial photographs of the SPA; and a review of the State Water Resources Board Geotracker online database.

The text under Mitigation Measure 3A.8-2 on page 3A.8-21 is hereby revised as follows:

Mitigation Measure 3A.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.

The project applicant(s) ~~of all project phases~~ for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site

Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.

The text under "Implementation" of Mitigation Measure 3A.8-2 on page 3A.8-22 is hereby revised as follows:

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

The text of Impact 3A.8-3 on pages 3A.8-22 and 3A.8-23 is hereby revised as follows:

IMPACT 3A.8-3 **Potential Development Constraints Due to the Listing on the National Priorities List (NPL) and Cortese List.** *The SPA contains Area 40, part of the Aerojet Superfund site, which has the potential to create a hazard to public health or the environment. Ongoing remediation activities could delay or limit project development on or near the site of those remediation activities.*

On-Site Elements

NP

Under the No Project Alternative, development of up to 44 rural residences could occur under the existing Sacramento County agricultural zoning classification AG-80. A portion of the Aerojet Superfund site (Area 40) is located in the SPA, and is undergoing investigation and remediation under the direction of EPA and DTSC. An approximately 54-acre portion of the SPA is part of a larger carve-out area that has been removed from the Superfund site. This carve-out area is no longer an NPL or Cortese-listed site. Area 40, the land currently within the Aerojet Superfund Site and under agency oversight, and the carve-out area are illustrated on Exhibits 3A.8-1 and 3A.8-2.

EPA, DTSC, and RWQCB are overseeing that portion of the SPA that is within the Superfund list of Area 40 and would select the remedy for the protection of public health and the environment, with one or more of those agencies overseeing the implementation of the remedial action. Because the site is on the NPL and Cortese list, development of the site for residential or off-site water facilities before remedy selection and implementation is very unlikely to be sought and would not be implemented without triggering environmental agency review to assure that public health and the environment would be adequately protected. ~~Restrictions imposed by EPA, DTSC, and other regulatory agencies related to the Superfund listing of Area 40 require that remedial actions be completed prior to release of any portion of Area 40 for development. Because of these restrictions, development of land uses other than open space or recreational uses would not occur within the Cortese-listed site; furthermore, no off-site water facilities would be constructed.~~ Thus, **no direct** or **indirect** impacts would occur. ***[Lesser]***

On-Site and Off-Site Elements

NCP, PP, RIM, CD, RHD

A portion of the Aerojet Superfund site (Area 40) is located in the SPA, and is undergoing investigation and remediation under the direction of EPA and DTSC. An approximately 54-acre portion of the SPA is part of a larger carve-out area that has been removed from the Superfund site. This carve-out area is no longer a Cortese-listed site. Area 40 and the carve-out area are illustrated on Exhibit 3A.8-1 and 3A.8-2.

Soil and groundwater investigations have been conducted at Area 40 since 1985. These investigations have identified the presence of soil and groundwater contamination in the SPA, including VOCs, metals,

and perchlorate. Area 40 includes two areas of soil where concentrations of VOCs, metals, perchlorate, dioxins, and furans exceed human health or ecological screening levels (identified in Exhibit 3A.8-2). Compliance with Sacramento LAFCo Resolution 1196 would require demonstration that the on-site surface contamination has been remediated to standards determined to be acceptable by Federal and state regulatory agencies before Area 40 could be annexed into the City of Folsom.

Groundwater contamination at Area 40 includes VOCs, metals, and perchlorate at concentrations in excess of human health screening levels. Exhibit 3A.8-2 illustrates the location of an area where total VOC concentrations in the surface groundwater layer are more than 3,000 micrograms per liter (ug/L). In this area, off-gassing of VOCs from groundwater could result in soil vapor concentrations above health-based risk standards in indoor air. As illustrated in Exhibits 3A.8-4 through 3A.8-8, this area is proposed for park and open space use in the Proposed Project and the action alternatives.

A memorandum from Arcadis to the City of Folsom, in 2007 (ARCADIS 2007), discussed probable human health effects associated with land uses within the northern portion of Area 40 in response to concerns related to potential ambient air exposures associated with park and recreation use. No buildings are proposed for this area, resulting in no potential indoor air exposure. The memorandum indicated that the concentration of ambient VOCs resulting from off-gassing of contaminated groundwater would not be high enough to create an unacceptable risk to children or adults using the area for outdoor recreational activities (ARCADIS 2007). Arcadis concluded that park or open space land uses would be acceptable on this portion of Area 40. Arcadis' conclusions were limited to risks posed by off-gassing of groundwater, and were based on an understanding that the EPA would ensure that contaminated soils are remediated appropriately in accordance with future land uses ~~designations~~ as proposed in the FPASP and analyzed in this EIR/EIS.

The land identified for the proposed off-site detention basin is also located on the Aerojet Superfund site, in the Eastern OU. The proposed detention basin is not within an identified source area as defined in the Partial Consent Decree (Partial Consent Decree entered June 23, 1989 [and modifications thereto] in the consolidated actions Nos. CIVS-86-0063-EJG and CIVS-86-0064-EJG) and was not identified as an area of concern as identified in the Eastern Operable Unit Sampling Plan (Aerojet General Corporation 2008). The detention basin would be required to adhere to any deed restrictions ~~pertaining to recharge and infiltration~~.

The text under Mitigation Measure 3A.8-3a on page 3A.8-26 is hereby revised as follows:

Mitigation Measure 3A.8-3a: Require the Project Applicant(s) to Cooperate with Aerojet and Regulatory Agencies to Preserve, Modify, or Close Existing Groundwater Monitoring Wells.

The project applicant(s) for ~~all project phase(s)~~ any particular discretionary development that would occur in or adjacent to the Area 40 boundary shall ~~submit copies of tentative maps for residential subdivisions and for nonresidential uses to~~ consult with Aerojet, EPA, DTSC, and/or the Central Valley RWQCB or any successor in interest ~~for review and approval. Aerojet, DTSC, and the Central Valley RWQCB or any successor shall work with the project applicant(s)~~ to establish the preservation, modification, or closure of existing groundwater monitoring wells. If necessary, Aerojet, or any successor may purchase lots or obtain access agreements from the project applicant(s) to maintain access to monitoring wells and/or remediation systems. ~~Development shall not proceed within the Area 40 boundary or on lands used for groundwater monitoring and other remediation activities until DTSC and the Central Valley RWQCB have approved Aerojet's or a successor's plan for well preservation, modification, or closure.~~ If groundwater wells are to be affected by proposed tentative maps, then the project applicant(s) or successors shall provide the City with evidence that the relocation, modification, or closure of the well(s) is approved by the appropriate agencies as part of the City's final map approval process and before development.

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

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

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

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

The text under Mitigation Measure 3A.8-3b on page 3A.8-27 is hereby revised as follows:

Mitigation Measure 3A.8-3b: Coordinate Development Activities to Avoid Interference with Remediation Activities.

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

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

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

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

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

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

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

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

3. U.S. Environmental Protection Agency, California Department of Toxic Substances Control, and/or Central Valley Regional Water Quality Control Board, Aerojet General Corporation, as appropriate.

The text under Mitigation Measure 3A.8-3c on page 3A.8-28 is hereby revised as follows:

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

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

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

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

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

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

Enforcement:

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

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

The following text is hereby added following Mitigation Measure 3A.8-3c on page 3A.8-28:

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

Prior to approval of any tentative maps, improvement plans, or discretionary project approvals for locations within Area 40, as depicted in the Remedial Restrictions Area (Exhibit 3A.8-9), the project applicant(s) shall designate those areas that are subject to off-gassing hazards in excess of an indoor air

standard, as open space or park use, as required by the City and Aerojet in consultation with the EPA. Areas designated for open space or park use under this mitigation measure shall be determined by the City and by Aerojet in consultation with the EPA using risk calculations (completed in accordance with EPA's 1989 *Risk Assessment Guidance for Superfund* [EPA/540/1-89-002] and DTSC's 1992 *Supplemental Guidance for Human Health Multimedia Risk Assessments of Hazardous Waste Sites and Permitted Facilities* and 1994 *Preliminary Endangerment Assessment Guidance Manual,* or such guidance as may be in place at the time risk assessment is performed) for exposure to off-gassing from either soil or groundwater based on detected PCE and TCE concentrations. The project applicant(s) for such affected areas located within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9 shall implement this measure as part of tentative map applications or other discretionary project approvals when such applications are submitted to the City.

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

Implementation: Project applicant(s) in consultation with the City, Aerojet, and U.S. Environmental Protection Agency for activities that would occur in Area 40, as depicted on the Remedial Restrictions Area Exhibit 3A.8-9.

Timing: Prior to approval of tentative maps, improvement plans, or discretionary applications within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9.

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

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

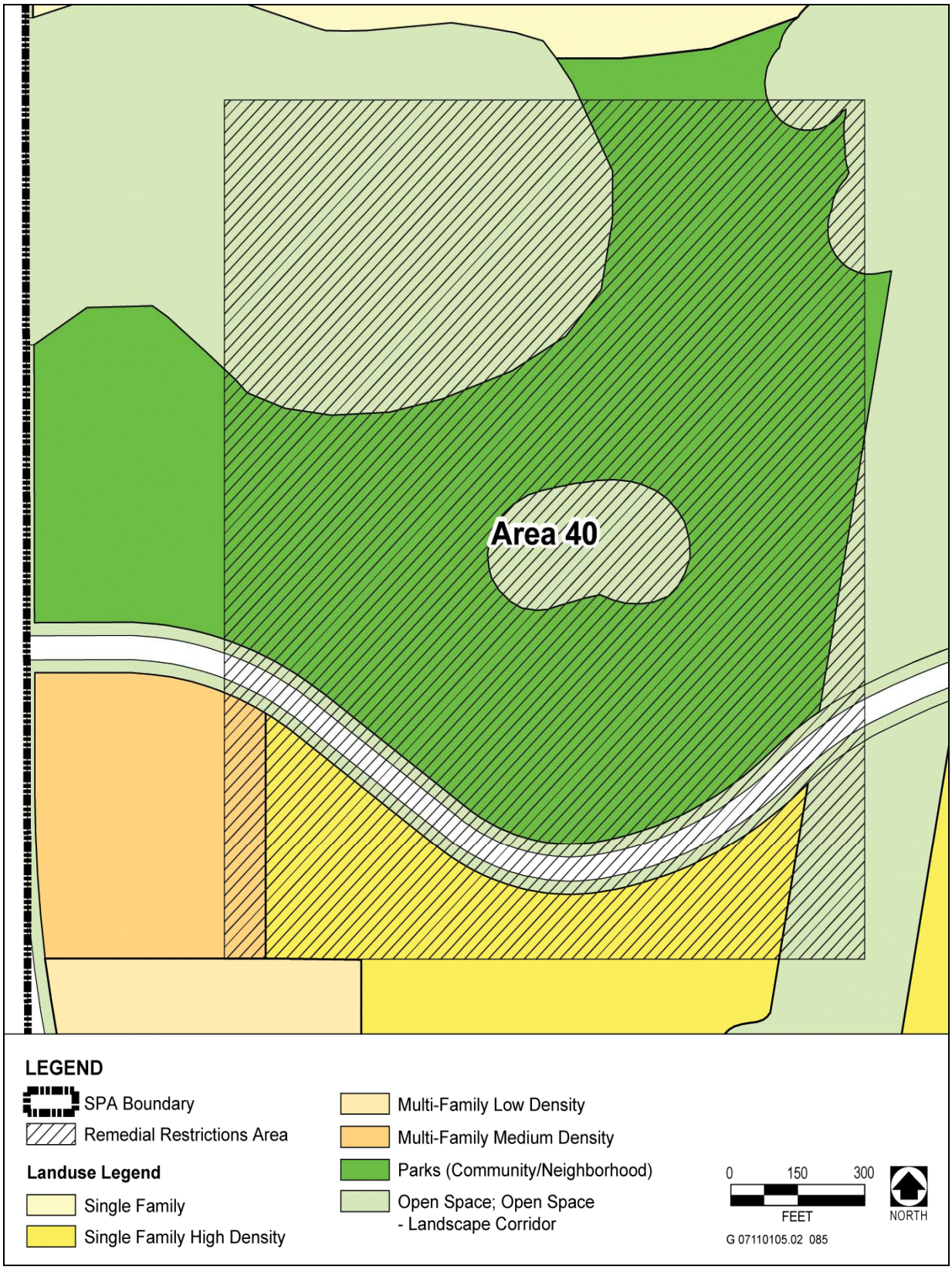
The text under Mitigation Measure 3A.8-6 on page 3A.8-32 is hereby revised as follows:

Mitigation Measure 3A.8-6: ~~Prudent Avoidance and~~ Notification of EMF Exposure.

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

~~In addition, p~~Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate ~~disclosure statement~~ notification into the applicant's final Subdivision

Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line ~~easement~~, or within 150 feet from the 220-230 kV power line ~~easement~~. The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.



Source: MacKay & Somps 2011

Remedial Restrictions Area **Exhibit 3A.8-9**

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

SECTION 3B.8 "HAZARDS AND HAZARDOUS MATERIALS - WATER"

No revisions.

SECTION 3A.9, "HYDROLOGY AND WATER QUALITY - LAND"

The text under Mitigation Measure 3A.9-3 on page 3A.9-38 is hereby revised as follows:

Mitigation Measure 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan.

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

SECTION 3B.9 "HYDROLOGY AND WATER QUALITY – WATER"

The text at the top of page 3B.9-20 is hereby revised as follows:

For the purposes of this analysis~~,~~ and as discussed on page 3-2, "Approach to the Environmental Analysis," the City and USACE made certain assumptions concerning the proposed assignment of CVP Project Water from NCMWC to the City in analyzing the project's impacts. Those assumptions underlie the hydrologic analysis contained in this section. In addition, the following assumptions were made in applying CALSIM II to the Off-site Water Facility Alternatives:

- ~~Reclamation would approve the Freeport as an additional point of delivery for NCMWC's CVP Contract;~~
- ~~The analysis depicts a "worst-case" for NCMWC whereby it analyzes "Project" water (not base supply) being re-allocated into an urban demand pattern for the assignment;~~
- The analysis assumes an "efficiency" of 80% in the use of water conveyed through the Off-site Water Facilities, which means that 20% of the water diverted would make it back to the Sacramento River via the regional wastewater treatment plant operated by the S~~C~~RCSD. This estimate is considered conservative, but was deemed appropriate because of plans for regional water recycling; and
- ~~The diversion of surface water as part of the Off-site Water Facilities would occur at the existing Freeport Project diversion and intake facility; and~~
- For the purposes of this EIR/EIS analysis, the efficiency of irrigation water ~~return flow~~ (e.g., from NCMWC) that returns back to the Sacramento River is assumed to be ~~3~~65%. This efficiency rate corresponds with ~~– or~~ an ~~efficiency~~ irrigation return flow rate of ~~7~~35%. In addition, a loss factor of 10% was also applied to the projected return flows to be more conservative.

The text in Table 3B.9-3 on page 3B.9-20 is hereby revised as follows:

Table 3B.9-3
Effects of Off-site Water Facility Alternatives on Sacramento River Flows

	Units	Total	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
CVP Supplies (NCMWC CVP Contract Total)	AF	120,200	--	14,000	27,700	23,000	18,700	18,700	16,100	2,000	--	--	--	--
No Action (Existing Conditions)														
NCMWC Demand Pattern	%	100	--	11.6	23.0	19.1	15.6	15.6	13.4	1.7	--	--	--	--
NCMWC Deliveries	AF	120,200	--	14,000	27,700	23,000	18,700	18,700	16,100	2,000	--	--	--	--
NCMWC Deliveries	cfs[2]	NA--		18.1	465.5	386.6	314.3	314.3	270.6	33.6				
NCMWC Return Water [1]	AF	37,863	--	4,410	8,726	7,245	5,891	5,891	5,072	630	--	--	--	--
Off-site Water Facility Alternative(s) Conditions														
Purchased Contract Demand Pattern[2]	%	100	6.5	7.0	9.5	11.5	12.0	12.0	10.0	8.5	6.5	5.5	5.5	5.5
Purchased Contract Deliveries[2]	AF	8,000	520	560	760	920	960	960	800	680	520	400	400	400
Purchased Contract Deliveries	cfs[5]	~~10.33~~ NA	0.67	0.72	0.98	1.19	1.24	1.24	1.03	0.88	0.67	0.52	0.52	~~10.33~~ 0.52
Purchased Contract Return Water	AF	~~1,800~~ 1,441	94	101	137	166	173	173	144	122	94	79	79	79
NCMWC Demand Pattern (Post-Purchased Contract)	%	100	--	12.5	24.7	20.5	13.1	13.1	14.3	1.8	--	--	--	--
NCMWC Deliveries (Post-Purchased Contract)	AF	112~~0~~,200	--	14,000	27,700	23,000	14,700	14,700	16,100	2,000	--	--	--	--
NCMWC Return Water (Post-Purchased Contract)[1]	AF	~~34,713~~ 35,345	--	4,410	8,726	7,245	4,631	4,631	5,072	630	--	--	--	--
Off-site Water Facility Alternative(s) Effects														
Change in CVP Water Use	AF	0	520	560	760	920	-3,040	-3,040	800	680	520	440	440	440
Change in Lower Sacramento River Flow [2][3]	AF	-1,080	94	101	137	166	-1,087	-1,087	144	122	94	79	79	79
Change in Lower Sacramento River Flow [3]	cfs	NA	2	2	3	3	-18	-18	2	2	2	1	1	1
Change As a Percent of Minimum Freeport Flow [4]	%	NA	0.02	0.02	0.04	0.03	-0.19	-0.23	0.04	0.03	0.02	0.02	0.02	0.02
Effects to Shasta Reservoir Storage (Monthly Average)														
Shasta Res, Total Storage	MAF	--	3.719	3.961	3.948	3.72	3.326	2.966	2.809	2.775	2.801	2.906	3.131	3.355
Percent Change w/ Project	%	--	0.014	0.014	0.019	0.025	-0.063	-0.070	0.028	0.025	0.019	0.014	0.013	0.012

Table 3B.9-3
Effects of Off-site Water Facility Alternatives on Sacramento River Flows

	Units	Total	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb

Assumptions/Notes: CVP = Central Valley Project; NCMWC = Natomas Central Mutual Water Company; cfs = cubic feet per second over 30 days; AF = acre feet; MAF = million acre feet; NA = not applicable ~~available~~

Return Flow for the Off-site Water Facility Alternatives is calculated based on an water use ~~return~~ efficiency of 80% whereby only 20% of the diverted flow returns to the River. NCMWC's ~~return~~ water use efficiency is assumed to be 65% whereby 35% of the diverted flow returns to the River. In addition, a loss factor of 10% was also applied to the projected return flows to be more conservative.

Purchased Contract Water = 8,000 AF; ~~NCMWC Deliveries = 120,200 AF~~. Modeling assumes that up to 2,000 AF could still be diverted by NCMWC during wet and normal years. During dry years, the modeling assumes that the City would take delivery of the full 6,000 AFY. See Appendix M-IX for additional modeling detail.

Refers to portions of the Lower Sacramento River, south of Freeport.

The change in minimum Freeport Flow is based on an average monthly minimum flow of 10,000 cfs.

~~Cubic feet per second over 30 days.~~

Source: SWRI 2008

The text of the impact heading for Impact 3B.9-2 on page 3B.9-24 is hereby revised as follows:

> **Exceedance of Surface Water Quality Standards During Operation.** *The operation of the Off-Site Water Facilities could result in changes to the quality of surface water resources that could potentially violate water quality standards or waste discharge ~~requests~~ requirements.*

The text of Mitigation Measure 3B.9-3a on page 3B.9-26 is hereby revised as follows:

> **Mitigation Measure 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities.**
>
> The City shall prepare a Drainage Plan for the selected Off-site Water Facility WTP and shall incorporate measures to maintain off-site runoff during peak conditions to pre-construction discharge levels. The Drainage Plan shall provide both short- and long-term drainage solutions to ensure the proper sequencing o~~r~~f drainage facilities during and following construction. The City shall evaluate options for on-site detention including, but not limited to, providing temporary storage within a portion or portions of proposed paved areas, linear infiltration facilities along the site perimeter, and/or other on-site opportunities for detention, retention, and/or infiltration facilities. Design specifications for the detention, retention, and/or infiltration facilities shall provide sufficient storage capacity to accommodate the 10-year, 24-hour storm event. In addition, the Drainage Plan shall delineate the overland release path for flows generated by a 100-year frequency storm, so that structural pad elevations for buildings, containment facilities, storage tank, and container storage areas are placed a minimum of one foot above the property's highest frontage curb elevation. The Drainage Plan shall also provide sufficient attenuation of flows to ensure no net increase in off-site discharges to waterways that drain across the FSC via one or more drainage chutes (e.g., Buffalo Creek).
>
> **Implementation:** City of Folsom Utilities Department.
>
> **Timing:** Development of the Drainage Plan prior to start of construction.
>
> **Enforcement:** 1. Central Valley Regional Water Quality Control Board.
>
> 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.
>
> 3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.

4. For all off-site improvements that would drain across one or more of the FSC drainage chutes: U. S. Bureau of Reclamation.

The text under Impact 3B.9-4 in the first two paragraphs on page 3B.9-30 is hereby revised as follows:

Beyond the actual change in the timing of diversion, the change in where surface water is applied as a result of the operation of the Off-site Water Facility Alternatives are also expected to result in corresponding reductions in the efficiency of return water draining back to the Sacramento River. Under existing conditions, approximately 35% of the CVP water applied within the NCMWC service area drains back into the river as a result of the complex network of drainage conveyance facilities operated by NCMWC. With operation of the Off-site Water Facilities, approximately 20% of the CVP Water would return to the Sacramento River with the largest source of return water coming from discharges from the SRCSD Wastewater Treatment Plant (WWTP). Based on the conditions shown in Table 3B.9-3 for the Off-site Water Facility Alternatives and related effects to surface flows within the Sacramento River, the impacts of the Off-site Water Facility Alternatives to hydrologic conditions within the Delta would be minor.

Furthermore, the change in the water delivery schedule from agriculture to M&I would ~~and~~ not adversely affect CVP and SWP reservoir operations or pumping in the south Delta. As shown in Table 3B.9-3, the maximum changes in average storage within Shasta Reservoir as attributable to the Off-site Water Facility Alternatives would be 0.028% in September and 0.025% in November. However, these changes would be compensated for by increases in carryover storage within Shasta Reservoir as a result of decreases in releases during the months of July and August (see Table 3B.9-3). For these reasons, the direct impacts to Shasta Reservoir carryover storage would be **less than significant**. ***[Similar]***

SECTION 3A.10, "LAND USE AND AGRICULTURAL RESOURCES - LAND"

The fourth sentence in the second paragraph on page 3A.10-43 is hereby revised as follows:

These lands are not within the UPA, and it is not expected this area would receive urban levels of public infrastructure and services to support urban development. ~~The Teichert and Walltown quarries are proposed 0.9 mile and 1.2, respectively, south of the SPA and would require cancellation of lands under Williamson Act contracts.~~ No urban development is currently proposed south of the project site.

SECTION 3B.10, "LAND USE AND AGRICULTURAL RESOURCES - WATER"

The final bullet on page 3B.10-11 is hereby revised as follows:

~~► develop land uses that are incompatible with each other or with adjacent uses;~~

The first sentence of the second paragraph under Mitigation Measure 3B.10-2 on page 3B.10-16 is hereby revised as follows:

The City shall file an application with Sacramento LAFCo to amend its sphere of influence to include the White Rock WTP ~~and City Corporation Yard, if applicable~~.

SECTION 3A.11, "NOISE - LAND"

The second paragraph under "Traffic Noise" on page 3A.11-7 is hereby revised as follows:

Table 3A.11-2 summarizes the modeled existing traffic noise levels at 50 feet from the centerline for roadways ~~to 100 feet~~ and 200 feet from the centerline for highways ~~from the centerline of each major~~

~~roadway~~ in the project vicinity~~, depending on the proposed setback under the Proposed Project and each of the other four action alternatives~~, and lists distances from each roadway centerline to the 60-dB, 65-dB, and 70-dB L_{dn}/CNEL traffic noise contours. Traffic noise modeling results are based on existing average daily traffic (ADT) volumes from the traffic analysis and assumes no natural or human-made shielding (e.g., vegetation, berms, walls, buildings). As shown in Table 3A.11-2, the location of the 60-dB L_{dn}/CNEL traffic noise contours along segments in the project vicinity, except for those where the contour falls within the roadway right-of-way, range from 43 to 15,349 feet from the centerline of the modeled roadways under existing conditions. The extent to which existing land uses in the project vicinity are affected by existing traffic noise depends on their respective proximity to the roadways and their individual sensitivity to noise.

The text in Table 3A.11-2 beginning on page 3A.11-7 is hereby revised as follows:

Table 3A.11-2
Summary of Modeled Existing Traffic Noise Levels

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary	Distance (feet) from Roadway Centerline to L_{dn}/CNEL (dB)		
	From	To		70	65	60
City of Folsom						
Folsom Boulevard	Glenn Drive	Blue Ravine Road	72.2 ~~74.5~~	70 ~~110~~	152 ~~349~~	327 ~~1,104~~
Folsom Boulevard	Mercantile Drive	Iron Point Road	72.5 ~~74.9~~	74 ~~119~~	159 ~~376~~	343 ~~1,189~~
Folsom Boulevard	Iron Point Road	U.S. 50	73.4 ~~75.7~~	84 ~~144~~	181 ~~455~~	390 ~~1,1439~~
Prairie City Road	Blue Ravine Road	Iron Point Road	69.5 ~~72.2~~	47 ~~60~~	100 ~~188~~	216 ~~595~~
Prairie City Road	Iron Point Road	U.S. 50	69.8 ~~72.5~~	49 ~~64~~	105 ~~201~~	226 ~~635~~
Oak Avenue Parkway	East Bidwell Street	Iron Point Road	63.5 ~~66.6~~	18 ~~15~~	40 ~~47~~	86 ~~149~~
East Bidwell Street	Blue Ravine Road	Oak Avenue Parkway	72.5 ~~74.6~~	74 ~~118~~	158 ~~373~~	341 ~~1,179~~
East Bidwell Street	Oak Avenue Parkway	Broadstone Parkway	73.3 ~~75.3~~	83 ~~141~~	178 ~~444~~	384 ~~1,406~~
East Bidwell Street	Broadstone Parkway	Iron Point Road	74.0 ~~76.0~~	92 ~~165~~	198 ~~521~~	427 ~~1,649~~
East Bidwell Street	Iron Point Road	U.S. 50	74.8 ~~76.9~~	105 ~~202~~	226 ~~637~~	488 ~~2,016~~
Empire Ranch Road	Broadstone Parkway	Iron Point Road	59.6 ~~62.7~~	10 ~~6~~	22 ~~19~~	47 ~~60~~
Blue Ravine Road	Folsom Boulevard	Prairie City Road	68.2 ~~71.3~~	38 ~~44~~	82 ~~139~~	177 ~~439~~
Blue Ravine Road	Prairie City Road	Riley Street	68.1 ~~71.3~~	38 ~~43~~	81 ~~137~~	175 ~~432~~
Blue Ravine Road	Riley Street	East Bidwell Street	68.1 ~~71.3~~	38 ~~43~~	81 ~~137~~	175 ~~432~~
Blue Ravine Road	East Bidwell Street	Oak Avenue Parkway	67.8 ~~70.9~~	36 ~~40~~	77 ~~126~~	165 ~~397~~
Iron Point Road	Folsom Boulevard	Prairie City Road	69.7 ~~72.0~~	47 ~~61~~	102 ~~193~~	220 ~~611~~
Iron Point Road	Prairie City Road	Oak Avenue Parkway	70.3 ~~72.6~~	52 ~~70~~	112 ~~222~~	242 ~~702~~
Iron Point Road	Oak Avenue Parkway	Broadstone Parkway	68.0 ~~770.4~~	37 ~~42~~	80 ~~133~~	172 ~~421~~
Iron Point Road	Broadstone Parkway	East Bidwell Street	68.8 ~~71.1~~	41 ~~50~~	89 ~~157~~	192 ~~497~~
Iron Point Road	East Bidwell Street	Empire Ranch Road	60.7 ~~63.4~~	12 ~~8~~	26 ~~25~~	56 ~~78~~
Scott Road	U.S. 50	White Rock Road	64.2 ~~65.4~~	20 ~~17~~	44 ~~55~~	95 ~~173~~

Table 3A.11-2
Summary of Modeled Existing Traffic Noise Levels

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary	Distance (feet) from Roadway Centerline to L_{dn}/CNEL (dB)		
	From	To		70	65	60
Sacramento County						
Folsom Boulevard	Sunrise Boulevard	Mercantile Drive	70.5 ~~71.9~~	54 ~~73~~	115 ~~232~~	249 ~~734~~
Folsom Boulevard	Mercantile Drive	Hazel Avenue	69.2 ~~70.4~~	44 ~~55~~	95 ~~174~~	205 ~~550~~
Folsom Boulevard	Hazel Avenue	Aerojet Road	67.6 ~~68.8~~	34 ~~38~~	74 ~~7120~~	160 ~~379~~
Folsom Boulevard	Aerojet Road	U.S. 50	68.7 ~~69.9~~	41 ~~49~~	88 ~~154~~	189 ~~486~~
Grant Line Road	White Rock Road	Centennial Road	69.5 ~~70.7~~	46 ~~59~~	100 ~~186~~	215 ~~589~~
Grant Line Road	Centennial Road	Douglas Road	69.5 ~~70.7~~	46 ~~59~~	100 ~~186~~	215 ~~589~~
Grant Line Road	Douglas Road	Keifer Boulevard	69.1 ~~70.3~~	44 ~~54~~	94 ~~171~~	203 ~~540~~
Grant Line Road	Keifer Boulevard	Jackson Road	68.5 ~~69.8~~	40 ~~47~~	86 ~~149~~	185 ~~472~~
Grant Line Road	Jackson Road (SR 16)	Sunrise Boulevard	67.7 ~~68.9~~	35 ~~39~~	75 ~~122~~	162 ~~386~~
Hazel Avenue	Greenback Lane	Madison Avenue	72.0 ~~73.3~~	68 ~~106~~	147 ~~335~~	318 ~~1,059~~
Hazel Avenue	Madison Avenue	Curragh Downs Drive	72.9 ~~74.1~~	78 ~~128~~	167 ~~405~~	360 ~~1,280~~
Hazel Avenue	Curragh Downs Drive	Gold Country Boulevard	71.8 ~~74.4~~	82 ~~138~~	176 ~~436~~	379 ~~1,379~~
Hazel Avenue	Gold Country Boulevard	U.S. 50 Westbound ramp	72.2 ~~74.7~~	82 ~~149~~	176 ~~471~~	379 ~~1,490~~
Jackson Road (SR 16)	Grant Line Road	Dillard Road	71.2 ~~72.4~~	60 ~~88~~	130 ~~277~~	280 ~~877~~
Jackson Road (SR 16)	Dillard Road	Stonehouse Road	70.5 ~~71.7~~	54 ~~74~~	116 ~~235~~	251 ~~742~~
Prairie City Road	U.S. 50 eastbound ramp	Easton Valley Parkway	66.7 ~~67.9~~	30 ~~31~~	65 ~~98~~	140 ~~310~~
Prairie City Road	Easton Valley Parkway	White Rock Road	66.7 ~~67.9~~	30 ~~31~~	65 ~~98~~	140 ~~310~~
Scott Road (south)	White Rock Road	Latrobe Road	58.8 ~~60.0~~	9 ~~5~~	19 ~~16~~	41 ~~50~~
Stonehouse Road	Latrobe Road	Jackson Road (SR 16)	58.1 ~~59.3~~	8 ~~4~~	17 ~~13~~	37 ~~43~~
Sunrise Boulevard	Jackson Road	Grant Line Road	69.2 ~~70.4~~	44 ~~55~~	95 ~~173~~	205 ~~548~~
White Rock Road	Fitzgerald Road	Grant Line Road	64.7 ~~66.0~~	22 ~~20~~	48 ~~62~~	104 ~~197~~
White Rock Road	Grant Line Road	Prairie City Road	66.8 ~~68.0~~	31 ~~32~~	66 ~~101~~	142 ~~318~~
White Rock Road	Prairie City Road	Scott Road (south)	67.4 ~~68.6~~	34 ~~37~~	73 ~~115~~	156 ~~365~~
White Rock Road	Scott Road (south)	Oak Avenue Parkway	67.4 ~~68.6~~	34 ~~37~~	73 ~~115~~	156 ~~365~~
White Rock Road	Oak Avenue Parkway	Scott Road (north)	67.4 ~~68.6~~	34 ~~37~~	73 ~~115~~	156 ~~365~~
White Rock Road	Scott Road (north)	Placerville Road	66.2 ~~67.4~~	28 ~~27~~	60 ~~87~~	129 ~~274~~
White Rock Road	Placerville Road	Empire Ranch Road	66.9 ~~68.2~~	31 ~~33~~	67 ~~103~~	145 ~~327~~
White Rock Road	Empire Ranch Road	Carson Crossing Road	66.9 ~~68.2~~	31 ~~33~~	67 ~~103~~	145 ~~327~~
City of Rancho Cordova						
Douglas Road	Sunrise Boulevard	Grant Line Road	59.8 ~~61.0~~	10 ~~6~~	23 ~~20~~	49 ~~64~~
Sunrise Boulevard	U.S. 50 eastbound ramps	Folsom Boulevard	75.4 ~~76.6~~	114 ~~227~~	245 ~~717~~	528 ~~2,268~~
Sunrise Boulevard	Folsom Boulevard	White Rock Road	74.8 ~~76.0~~	104 ~~198~~	224 ~~626~~	482 ~~1,981~~

Table 3A.11-2
Summary of Modeled Existing Traffic Noise Levels

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary	Distance (feet) from Roadway Centerline to L_{dn}/CNEL (dB)		
	From	To		70	65	60
Sunrise Boulevard	White Rock Road	Douglas Road	71.5 ~~72.7~~	63 ~~93~~	135 ~~293~~	290 ~~926~~
Sunrise Boulevard	Douglas Road	Keifer Boulevard	70.5 ~~71.7~~	54 ~~74~~	116 ~~233~~	250 ~~738~~
Sunrise Boulevard	Keifer Boulevard	Jackson Road (SR 16)	71.6 ~~72.8~~	64 ~~96~~	138 ~~304~~	298 ~~961~~
White Rock Road	Zinfandel Drive	Sunrise Boulevard	68.1 ~~69.3~~	37 ~~42~~	80 ~~134~~	173 ~~425~~
White Rock Road	Sunrise Boulevard	Fitzgerald Road	64.0 ~~65.2~~	20 ~~17~~	43 ~~52~~	92 ~~166~~
White Rock Road	Fitzgerald Road	Grant Line Road	64.7 ~~66.0~~	22 ~~20~~	48 ~~62~~	104 ~~197~~
El Dorado County						
White Rock Road	Carson Crossing Road	Stonebriar Drive	64.5 ~~65.7~~	21 ~~19~~	46 ~~59~~	99 ~~185~~
White Rock Road	Stonebriar Drive	Windfield Way	65.1 ~~66.3~~	24 ~~22~~	51 ~~68~~	110 ~~216~~
White Rock Road	Windfield Way	Latrobe Road	65.5 ~~66.7~~	25 ~~23~~	54 ~~74~~	116 ~~235~~
White Rock Road	Latrobe Road	Valley View Parkway	65.0 ~~66.2~~	23 ~~21~~	50 ~~766~~	107 ~~207~~
White Rock Road	Valley View Parkway	U.S. 50	63.9 ~~65.1~~	20 ~~16~~	42 ~~52~~	91 ~~163~~
El Dorado Hills Boulevard	Serrano Parkway	Saratoga Way	71.5 ~~72.7~~	63 ~~93~~	136 ~~295~~	292 ~~934~~
El Dorado Hills Boulevard	Saratoga Way	U.S. 50	71.7 ~~72.9~~	64 ~~97~~	139 ~~306~~	299 ~~967~~
Latrobe Road	U.S. 50	White Rock Road	69.5 ~~70.74~~	46 ~~59~~	99 ~~185~~	214 ~~586~~
Latrobe Road	White Rock Road	Golden Foothills Parkway	68.4 ~~69.6~~	39 ~~46~~	84 ~~145~~	182 ~~458~~
Latrobe Road	Golden Foothills Parkway	Investment Boulevard	66.6 ~~67.8~~	30 ~~30~~	64 ~~96~~	138 ~~304~~
Freeway						
U.S. 50	Zinfandel Drive	Sunrise Boulevard	74.9 ~~78.9~~	421 ~~1,535~~	908 ~~4,854~~	1,955 ~~15,349~~
U.S. 50	Sunrise Boulevard	Hazel Avenue	74.6 ~~78.4~~	403 ~~1,381~~	868 ~~4,367~~	1,869 ~~13,811~~
U.S. 50	Hazel Avenue	Folsom Boulevard	74.4 ~~77.9~~	395 ~~1,247~~	852 ~~3,944~~	1,835 ~~12,471~~
U.S. 50	Folsom Boulevard	Prairie City Road	73.9 ~~77.0~~	364 ~~991~~	785 ~~3,135~~	1,691 ~~9,913~~
U.S. 50	Prairie City Road	Oak Avenue Parkway	73.8 ~~76.7~~	358 ~~927~~	772 ~~2,933~~	1,663 ~~9,274~~
U.S. 50	Oak Avenue Parkway	Scott Road	72.9 ~~76.7~~	313 ~~927~~	673 ~~2,933~~	1,451 ~~9,274~~
U.S. 50	Scott Road	Empire Ranch Road	73.0 ~~76.7~~	316 ~~943~~	681 ~~2,981~~	1,467 ~~9,427~~
U.S. 50	Empire Ranch Road	Latrobe Road	72.3 ~~76.1~~	285 ~~816~~	615 ~~2,579~~	1,324 ~~8,157~~
U.S. 50	Latrobe Road	Bass Lake Road	70.9 ~~76.1~~	228 ~~816~~	491 ~~2,579~~	1,058 ~~8,157~~

Table 3A.11-2
Summary of Modeled Existing Traffic Noise Levels

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary	Distance (feet) from Roadway Centerline to L_{dn}/CNEL (dB)		
	From	To		70	65	60

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels; L_{dn} = day-night average noise level
Refer to Appendix J for detailed modeling input data and output results.
Source: Data provided by AECOM in 2009

The text under "Issues Not Discussed Further in this EIR/EIS" on page 3A.11-27 is hereby revised as follows:

> **Exposure to aircraft noise relative to land use compatibility:** The nearest 2005 60 dB CNEL noise contour attributable to Mather Airport would be approximately 5,000 feet to the west of the nearest SPA boundary line. Because the SPA would not be located in an area exposed to excessive aircraft-generated noise levels (e.g., not within the 60 dB L_{dn}/CNEL contour of any airport), there would be no impact related to aircraft noise relative to land use compatibility, and therefore this issue is not discussed further in this EIR/EIS.

The first full paragraph of text at the top of page 3A.11-29 is hereby revised as follows:

> Based on the information provided in Table 3A.11-16 and accounting for the usage factor of individual pieces of equipment and activity types, on-site construction would be predicted to result in hourly average noise levels of 87 dB L_{eq} at 50 feet and maximum noise levels of 90 dB L_{max} at 50 feet from the simultaneous operation of heavy-duty equipment and blasting activities. Typical airborne noise associated with blasting activities is at a frequency below the range audible to humans (REVEY Associates, Inc. 2004) and thus the impacts associated with blasting focus on the effects of groundborne noise and vibration which are discussed separately below in Impact 3A.11-3.

The text of the fifth bullet point on page 3A.11-35 is hereby revised as follows:

- Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. If any exceedances of vibration levels as shown in Table 3A.11-17 are documented, the blasting plan required above shall be revised to incorporate additional protective measures (e.g., increased distance, smaller blast load) to the maximum extent feasible to further reduce vibration levels.

The text in Table 3A.11-19 beginning on page 3A.11-40 is hereby revised as follows:

Table 3A.11-19
Summary of Modeled Traffic Noise Levels under Future (2030) No Project and Future Plus Project Conditions (Without Quarry Truck Trips)

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary										
			NP	PP	Δ in dB	RIM	Δ in dB	CD	Δ in dB	RHD	Δ in dB	NCP	Δ in dB
City of Folsom													
Folsom Boulevard	Glenn Dr	Blue Ravine Rd	73.9	73.8	0.0	73.8	0.0	73.8	0.0	73.8	0.0	73.8	0.0
Folsom Boulevard	Mercantile Drive	Iron Point Road	74.3	74.2	-0.1	74.3	0.0	74.3	0.0	74.2	0.0	74.2	0.0
Folsom Boulevard	Iron Point Road	U.S. 50	75.5	75.4	-0.1	75.4	-0.1	75.4	-0.1	75.4	-0.1	75.4	-0.1
Prairie City Road	Blue Ravine Road	Iron Point Road	72.0	72.5	0.5	72.5	0.5	72.6	0.6	72.6	0.6	72.5	0.5
Prairie City Road	Iron Point Road	U.S. 50	72.4	73.2	0.8	73.2	0.8	73.3	0.9	73.3	0.9	73.2	0.8
Oak Avenue Parkway	East Bidwell Street	Iron Point Road	69.1	70.2	1.1	70.2	1.1	70.3	1.2	70.3	1.2	70.2	1.1
East Bidwell Street	Blue Ravine Road	Oak Avenue Parkway	74.2	74.4	0.2	74.5	0.3	74.6	0.4	74.6	0.4	74.5	0.3
East Bidwell Street	Oak Avenue Parkway	Broadstone Parkway	76.3	76.5	0.2	76.7	0.4	76.7	0.4	76.7	0.5	76.7	0.4
East Bidwell Street	Broadstone Parkway	Iron Point Road	75.9	76.4	0.5	76.6	0.7	76.7	0.8	76.8	0.9	76.7	0.7
East Bidwell Street	Iron Point Road	U.S. 50	76.7	77.3	0.6	77.7	1.0	77.8	1.1	77.9	1.2	77.7	1.0
Empire Ranch Road	Broadstone Parkway	Iron Point Road	70.4	70.8	0.5	71.2	0.8	71.2	0.8	71.3	0.9	71.2	0.8
Blue Ravine Road	Folsom Boulevard	Prairie City Road	68.8	68.9	0.1	68.9	0.1	68.9	0.2	69.0	0.2	68.9	0.1
Blue Ravine Road	Prairie City Road	Riley Street	68.6	68.5	-0.2	68.5	-0.2	68.5	-0.2	68.5	-0.2	68.5	-0.2
Blue Ravine Road	Riley Street	East Bidwell Street	68.9	68.8	-0.1	68.8	-0.1	68.8	-0.1	68.8	-0.1	68.8	-0.1
Blue Ravine Road	East Bidwell Street	Oak Avenue Parkway	68.3	68.2	-0.1	68.2	-0.1	68.2	-0.1	68.2	-0.1	68.2	-0.1
Iron Point Road	Folsom Boulevard	Prairie City Road	70.1	70.4	0.3	70.3	0.2	70.5	0.4	70.6	0.4	70.4	0.2
Iron Point Road	Prairie City Road	Oak Avenue Parkway	71.3	71.1	-0.2	71.1	-0.2	71.4	0.1	71.4	0.1	71.2	-0.1
Iron Point Road	Oak Avenue Parkway	Broadstone Parkway	72.5	73.1	0.6	73.8	1.2	74.1	**1.6**	74.2	**1.6**	73.9	1.4
Iron Point Road	Broadstone Parkway	East Bidwell Street	71.2	71.1	-0.1	71.3	0.1	71.5	0.3	71.6	0.5	71.4	0.2
Iron Point Road	East Bidwell Street	Empire Ranch Road	69.8	70.0	0.2	70.0	0.2	69.9	0.2	70.0	0.3	70.0	0.2
Scott Road	U.S. 50	Easton Valley Parkway	71.7	76.0	**4.4**	76.0	**4.3**	76.5	**4.8**	76.6	**4.9**	76.2	**4.5**
Scott Road	Easton Valley Parkway	Road "A"	71.7	72.7	1.1	72.2	0.5	72.4	0.7	72.9	1.3	71.8	0.2
Scott Road	Road "A"	White Rock Road	71.7	71.4	-0.2	72.0	0.3	72.0	0.4	72.2	0.5	71.9	0.2
Oak Avenue Parkway	U.S. 50	Easton Valley Parkway	0	72.3	0	72.8	0	73.4	0	73.5	0	73.0	0
Oak Avenue Parkway	Easton Valley Parkway	Road "A"	0.0	69.3	0.0	68.9	0.0	69.6	0.0	70.0	0.0	68.7	0.0
Oak Avenue Parkway	Road "A"	White Rock Road	0.0	69.7	0.0	69.2	0.0	69.7	0.0	69.9	0.0	69.4	0.0
Empire Ranch Road	U.S. 50	Easton Valley Parkway	0.0	71.5	0.0	73.5	0.0	73.4	0.0	73.9	0.0	73.7	0.0
Empire Ranch Road	Easton Valley Parkway	Road "A"	0.0	68.5	0.0	71.3	0.0	71.0	0.0	71.4	0.0	71.2	0.0
Empire Ranch Road	Road "A"	White Rock Road	0.0	67.8	0.0	71.1	0.0	70.8	0.0	71.0	0.0	71.0	0.0
Easton Valley Parkway	Prairie City Road	Oak Avenue Parkway	0.0	70.8	0.0	76.4	0.0	77.8	0.0	77.8	0.0	77.0	0.0
Easton Valley Parkway	Oak Avenue Parkway	1st Street	0.0	71.7	0.0	78.3	0.0	79.2	0.0	79.3	0.0	78.7	0.0

Table 3A.11-19
Summary of Modeled Traffic Noise Levels under Future (2030) No Project and Future Plus Project Conditions (Without Quarry Truck Trips)

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary										
			NP	PP	Δ in dB	RIM	Δ in dB	CD	Δ in dB	RHD	Δ in dB	NCP	Δ in dB
Easton Valley Parkway	1st Street	Scott Road	0.0	70.6	0.0	78.0	0.0	78.6	0.0	78.8	0.0	78.4	0.0
Easton Valley Parkway	Scott Road	Placerville Road	0.0	72.0	0.0	77.1	0.0	78.1	0.0	78.6	0.0	77.3	0.0
Easton Valley Parkway	Placerville Road	Empire Ranch Road	0.0	66.8	0.0	75.7	0.0	76.2	0.0	76.8	0.0	75.8	0.0
Road "A"	Prairie City Road	Oak Avenue Parkway	0.0	64.0	0.0	63.8	0.0	65.0	0.0	65.4	0.0	63.2	0.0
Road "A"	Oak Avenue Parkway	Scott Road	0.0	67.8	0.0	66.0	0.0	67.0	0.0	67.8	0.0	65.9	0.0
Road "A"	Scott Road	Placerville Road	0.0	65.1	0.0	67.3	0.0	66.9	0.0	68.3	0.0	64.1	0.0
Road "A"	Placerville Road	Empire Ranch Road	0.0	62.8	0.0	62.0	0.0	57.8	0.0	62.2	0.0	61.4	0.0
Placerville Road	U.S. 50	Easton Valley Parkway	65.1	70.3	**5.1**	64.3	-0.8	64.1	-1.0	64.5	-0.6	64.1	-1.1
Placerville Road	Easton Valley Parkway	Road "B"	65.1	69.4	**4.3**	63.9	-1.3	63.7	-1.5	64.6	-0.5	63.8	-1.4
Road "B"	Placerville Road	Road "A"	65.1	68.0	**2.9**	68.2	**3.1**	68.1	**2.9**	68.9	**3.7**	68.1	**3.0**
Road "B"	Road "A"	White Rock Road	65.1	67.2	**2.1**	67.7	**2.6**	67.8	**2.7**	68.0	**2.8**	67.3	**2.2**
Folsom Boulevard	Sunrise Boulevard	Mercantile Drive	76.0	76.0	0.0	76.0	0.1	76.0	0.0	76.0	0.1	76.0	0.1
Folsom Boulevard	Mercantile Drive	Hazel Avenue	74.4	74.5	0.1	74.6	0.1	74.6	0.1	74.6	0.2	74.6	0.2
Folsom Boulevard	Hazel Avenue	Aerojet Road	69.0	69.4	0.5	69.7	0.7	69.6	0.6	69.7	0.8	69.8	0.8
Folsom Boulevard	Aerojet Road	U.S. 50	75.1	75.0	-0.2	75.1	0.0	75.0	-0.1	75.1	0.0	75.1	0.0
Grant Line Road	White Rock Road	Centennial Road	77.0	77.7	0.7	78.0	1.0	77.9	0.9	78.0	1.0	78.0	1.0
Grant Line Road	Centennial Road	Douglas Road	76.8	77.4	0.7	77.7	0.9	77.6	0.9	77.7	1.0	77.7	0.9
Grant Line Road	Douglas Road	Keifer Boulevard	76.9	77.3	0.4	77.5	0.6	77.4	0.5	77.5	0.6	77.5	0.6
Grant Line Road	Keifer Boulevard	Jackson Road	73.0	73.3	0.4	73.6	0.6	73.5	0.5	73.6	0.6	73.6	0.6
Grant Line Road	Jackson Road	Sunrise Boulevard	73.6	73.9	0.3	74.1	0.5	74.1	0.4	74.1	0.5	74.1	0.4
Hazel Avenue	Greenback Lane	Madison Avenue	74.9	74.9	0.0	75.0	0.1	75.0	0.1	75.0	0.1	75.0	0.1
Hazel Avenue	Madison Avenue	Curragh Downs Drive	76.3	76.4	0.1	76.4	0.2	76.4	0.2	76.5	0.2	76.5	0.2
Hazel Avenue	Curragh Downs Drive	Gold Country Boulevard	80.3	80.5	0.2	80.6	0.2	80.5	0.2	80.6	0.2	80.6	0.2
Hazel Avenue	Gold Country Boulevard	U.S. 50 westbound ramp	80.5	80.6	0.2	80.7	0.3	80.7	0.2	80.8	0.3	80.8	0.3
Jackson Road (SR-16)	Grant Line Road	Dillard Road	72.0	71.9	-0.1	71.8	-0.2	71.9	-0.2	71.8	-0.2	71.9	-0.2
Jackson Road (SR-16)	Dillard Road	Stone House Road	73.0	73.0	0.0	73.0	0.0	73.0	0.0	73.0	0.0	73.0	0.0
Prairie City Road	U.S. 50 eastbound ramp	Easton Valley Parkway	73.8	74.4	0.6	74.3	0.5	74.2	0.4	74.9	1.1	74.9	1.1
Prairie City Road	Easton Valley Parkway	White Rock Road	71.8	74.1	2.3	73.8	2.1	74.0	2.2	74.1	2.4	74.1	2.4
Scott Road (south)	White Rock Road	Latrobe Road	65.0	66.6	1.7	67.1	2.1	66.9	2.0	67.2	2.2	67.2	2.2
Stonehouse Road	Latrobe Road	Jackson Road (SR-16)	65.4	66.6	1.2	66.9	1.5	66.8	1.3	66.9	1.5	66.9	1.5
Sunrise Boulevard	Jackson Road	Grant Line Road	71.5	71.6	0.0	71.6	0.1	71.6	0.1	71.6	0.1	71.6	0.1
White Rock Road	Fitzgerald Road	Grant Line Road	70.0	71.2	1.1	71.2	1.1	71.2	1.2	71.3	1.2	71.4	1.3
White Rock Road	Grant Line Road	Prairie City Road	74.8	75.7	0.8	75.9	1.0	75.8	1.0	75.9	1.1	75.9	1.1
White Rock Road	Prairie City Road	Scott Road (south)	73.6	73.9	0.3	74.2	0.7	74.2	0.6	74.2	0.7	74.3	0.7
White Rock Road	Scott Road (south)	Oak Avenue Parkway	73.7	74.1	0.5	74.5	0.9	74.4	0.8	74.5	0.9	74.6	0.9

Table 3A.11-19
Summary of Modeled Traffic Noise Levels under Future (2030) No Project and Future Plus Project Conditions (Without Quarry Truck Trips)

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary										
			NP	PP	Δ in dB	RIM	Δ in dB	CD	Δ in dB	RHD	Δ in dB	NCP	Δ in dB
White Rock Road	Oak Avenue Parkway	Scott Road (north)	77.1	77.3	0.2	77.6	0.5	77.6	0.5	77.6	0.5	77.7	0.6
White Rock Road	Scott Road (north)	Placerville Road	75.5	75.6	0.1	75.8	0.3	75.8	0.3	75.8	0.4	76.0	0.5
White Rock Road	Placerville Road	Empire Ranch Road	76.1	76.6	0.4	77.4	1.2	77.4	1.3	77.5	1.4	77.6	1.5
White Rock Road	Empire Ranch Road	Carson Crossing Road	76.1	77.7	1.6	74.3	-1.9	74.2	-1.9	74.4	-1.7	74.6	-1.5
Hazel Avenue	Folsom Boulevard connector	Easton Valley Parkway	69.9	70.2	0.3	70.2	0.4	70.2	0.3	70.3	0.4	70.3	0.4
Easton Valley Parkway	Hazel Avenue	Aerojet Road	73.6	74.0	0.4	74.1	0.4	74.0	0.4	74.2	0.5	74.2	0.5
Easton Valley Parkway	Aerojet Road	Alabama Avenue	71.6	73.0	1.4	73.2	1.6	73.1	1.5	73.3	1.7	73.4	1.8
Easton Valley Parkway	Alabama Avenue	Glenborough Road	70.6	72.4	1.9	72.6	2.0	72.5	2.0	72.8	2.2	72.9	2.3
Easton Valley Parkway	Glenborough Road	Prairie City Road	70.9	73.2	2.2	73.3	2.4	73.3	2.4	73.5	2.6	73.6	2.7
Empire Ranch Road	White Rock Road	Carson Crossing Road	0.0	0.0	0.0	75.5	0.0	75.6	0.0	75.5	0.0	75.6	0.0
Douglas Road	Sunrise Boulevard	Villagio Parkway	72.2	72.2	0.0	72.2	0.0	72.2	0.0	72.2	0.0	72.2	0.0
Douglas Road	Villagio Parkway	Rancho Cordova Parkway	71.4	71.3	-0.1	71.2	-0.2	71.2	-0.2	71.2	-0.2	71.2	-0.2
Douglas Road	Rancho Cordova Parkway	Americanos Road	68.8	68.7	-0.2	68.6	-0.2	68.6	-0.2	68.6	-0.2	68.6	-0.2
Douglas Road	Americanos Road	Grant Line Road	69.3	69.2	0.0	69.2	-0.1	69.2	-0.1	69.2	-0.1	69.2	-0.1
Sunrise Boulevard	U.S. 50 eastbound ramps	Folsom Boulevard	77.7	77.7	0.0	77.7	0.0	77.7	0.0	77.7	0.0	77.7	0.0
Sunrise Boulevard	Folsom Boulevard	White Rock Road	75.7	75.6	-0.1	75.6	-0.1	75.6	0.0	75.6	-0.1	75.6	-0.1
Sunrise Boulevard	White Rock Road	Douglas Road	72.8	72.7	-0.1	72.7	-0.1	72.7	-0.1	72.7	-0.1	72.7	-0.1
Sunrise Boulevard	Douglas Road	Keifer Boulevard	72.9	72.9	0.0	73.0	0.0	73.0	0.1	73.0	0.1	73.0	0.1
Sunrise Boulevard	Keifer Boulevard	Jackson Road (SR-16)	71.1	71.1	0.0	71.1	0.1	71.1	0.1	71.2	0.1	71.1	0.1
White Rock Road	Zinfandel Drive	Sunrise Boulevard	64.7	64.7	-0.1	64.6	-0.1	64.6	-0.2	64.6	-0.1	64.4	-0.3
White Rock Road	Sunrise Boulevard	Rancho Cordova Parkway	72.2	72.1	-0.1	72.0	-0.1	72.0	-0.2	72.0	-0.2	72.0	-0.2
White Rock Road	Rancho Cordova Parkway	International Drive	67.5	67.3	-0.1	67.3	-0.2	67.3	-0.2	67.3	-0.2	67.2	-0.3
White Rock Road	International Drive	Rio Del Oro Parkway	68.1	68.6	0.5	68.6	0.5	68.5	0.4	68.7	0.6	68.5	0.4
White Rock Road	Rio Del Oro Parkway	Villagio Parkway	68.2	69.2	0.9	69.1	0.9	69.1	0.9	69.2	1.0	69.0	0.7
White Rock Road	Villagio Parkway	Grant Line Road	71.6	72.7	1.1	72.7	1.2	72.8	1.2	72.9	1.3	72.7	1.1
Easton Valley Parkway	Rancho Cordova Parkway	Hazel Avenue	73.9	73.9	0.0	73.9	0.0	73.9	0.0	73.9	0.0	73.9	0.0
Rancho Cordova Parkway	Easton Valley Parkway	International Dr	73.8	73.7	-0.1	73.7	-0.1	73.8	-0.1	73.8	-0.1	73.8	-0.1
Rancho Cordova Parkway	International Dr.	White Rock Road.	72.9	72.9	-0.1	72.9	-0.1	72.9	0.0	72.9	0.0	72.9	0.0
International Dr.	White Rock Road.	Americanos Parkway	69.3	69.5	0.2	69.5	0.2	69.5	0.2	69.5	0.2	69.5	0.2
International Dr.	Americanos Parkway	Rancho Cordova Parkway	72.0	72.1	0.1	72.0	0.0	72.0	0.0	72.0	0.0	72.0	0.0
International Dr.	Rancho Cordova Parkway	Sunrise Boulevard.	71.8	71.8	0.0	71.8	0.0	71.7	0.0	71.8	0.0	71.7	0.0
Villagio Parkway	White Rock Road.	Americanos Parkway	64.3	65.7	1.4	65.8	1.5	66.0	1.7	66.0	1.7	65.9	1.6
Villagio Parkway	Americanos Parkway	Rancho Cordova Parkway	67.1	67.5	0.5	67.5	0.5	67.6	0.5	67.6	0.5	67.6	0.5
Villagio Parkway	Rancho Cordova Parkway	Douglas Road.	67.6	67.9	0.3	68.0	0.3	68.0	0.4	68.0	0.3	68.0	0.4
White Rock Road	Carson Crossing Road	Stonebriar Drive	~~72.1~~ 72.0	73.7	1.6	70.3	-1.8	70.5	-1.7	70.7	-1.5	70.3	-1.8

Table 3A.11-19
Summary of Modeled Traffic Noise Levels under Future (2030) No Project and Future Plus Project Conditions (Without Quarry Truck Trips)

Roadway Segment	Between		L_{dn}/CNEL (dB) at Approx. Road Corridor Boundary										
			NP	PP	Δ in dB	RIM	Δ in dB	CD	Δ in dB	RHD	Δ in dB	NCP	Δ in dB
White Rock Road	Stonebriar Drive	Windfield Way	~~69.7~~ 72.1	70.1	0.4	71.4	1.6	71.4	1.7	71.4	1.7	71.4	1.7
White Rock Road	Windfield Way	Latrobe Road	~~69.3~~ 69.7	69.8	0.5	70.2	0.9	70.3	1.0	70.3	1.0	70.3	0.9
White Rock Road	Latrobe Road	Valley View Parkway	~~70.9~~ 69.3	70.9	0.0	71.0	0.1	71.0	0.2	71.1	0.2	71.0	0.2
White Rock Road	Valley View Parkway	U.S. 50	~~72.8~~ 70.9	73.0	0.1	73.4	0.6	73.4	0.6	73.4	0.6	73.4	0.6
El Dorado Hills	Serrano Parkway	Saratoga Way	72.8	72.8	0.0	73.2	0.4	73.2	0.4	73.3	0.5	73.2	0.4
El Dorado Hills	Saratoga Way	U.S. 50	~~74.6~~ 72.8	74.1	-0.5	73.7	-0.9	73.7	-0.9	73.8	-0.8	73.7	-0.9
Latrobe Road	U.S. 50	White Rock Road	~~73.8~~ 74.6	73.0	-0.8	72.2	-1.6	72.2	-1.6	72.3	-1.5	72.2	-1.6
Latrobe Road	White Rock Road	Golden Foothills Parkway	~~74.5~~ 73.8	74.6	0.1	75.2	0.7	75.2	0.7	75.2	0.7	75.2	0.7
Latrobe Road	Golden Foothills Parkway	Investment Boulevard	~~72.1~~ 74.5	73.7	1.6	70.3	-1.8	70.5	-1.7	70.7	-1.5	70.3	-1.8
U.S. 50	Zinfandel Dr	Sunrise Boulevard	80.4	80.6	0.1	80.6	0.2	80.7	0.3	80.7	0.3	80.7	0.2
U.S. 50	Sunrise Boulevard	Rancho Cordova Parkway	80.0	80.2	0.2	80.3	0.3	80.4	0.4	80.4	0.4	80.3	0.4
U.S. 50	Rancho Cordova Parkway	Hazel Avenue	80.2	80.4	0.2	80.5	0.3	80.6	0.4	80.6	0.4	80.5	0.4
U.S. 50	Hazel Avenue	Folsom Boulevard	79.4	79.8	0.5	80.0	0.6	80.1	0.8	80.2	0.8	80.1	0.7
U.S. 50	Folsom Boulevard	Prairie City Road	78.1	78.6	0.5	79.4	1.3	79.5	1.4	79.5	1.5	79.4	1.3
U.S. 50	Prairie City Road	Oak Avenue Parkway	78.8	79.0	0.2	79.2	0.4	79.3	0.5	79.4	0.6	79.3	0.5
U.S. 50	Oak Avenue Parkway	Scott Road	77.8	78.3	0.4	78.5	0.6	78.6	0.8	78.7	0.8	78.5	0.7
U.S. 50	Scott Road	Empire Ranch Road	76.9	77.2	0.3	77.8	0.9	77.9	1.0	77.9	1.0	77.9	1.0
U.S. 50	Empire Ranch Road	Latrobe Road	77.6	77.8	0.2	77.7	0.1	77.7	0.1	77.8	0.2	77.7	0.1
U.S. 50	Latrobe Road	Silva Valley Parkway	76.1	76.2	0.2	76.4	0.3	76.4	0.3	76.4	0.4	76.4	0.3

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels; L_{dn} = day-night average noise level; Δ = Change; NP = No Project; PP = Proposed Project Alternative; RIM = Resource Impact Minimization Alternative; CD = Centralized Development Alternative; RHD = Reduced Hillside Development Alternative; NCP = No USACE Permit Alternative.

Bold: Represents the potential for substantial increase (e.g., 3 dB L_{dn}/CNEL where existing or projected future traffic noise levels range between 60 and 65 dB L_{dn}/CNEL, 1.5 dB L_{dn}/CNEL where existing or projected future traffic noise levels are greater than 65 dB L_{dn}/CNEL) in comparison to existing no project conditions.

Refer to Appendix J for detailed modeling input data and output results.

Source: Data provided by AECOM in ~~2009~~ 2010

The text under Mitigation Measure 3A.11-5 on page 3A.11-47 is hereby revised as follows:

Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.

The project applicant(s) ~~of all project phases~~ for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:

The third paragraph under Mitigation Measure 3A.11-5on page 3A.11-48 is hereby revised as follows:

- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 pm.] and less than 45 dB for 30 minutes of every hour during the night time [10 pm. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as ~~possible~~ feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

The text of Impact 3A.11-7 on page 3A.11-51 is hereby revised as follows:

The potential for n~~N~~oise from use of recreational off-road vehicles on the Prairie City SRVA to ~~the southwest of the SPA could~~ exceed City noise standards at noise-sensitive receptors in the southwest corner of the SPA was evaluated.

3B.11 "NOISE – WATER"

The text of Mitigation Measure 3B.11-1b on page 3B.11-11 is hereby revised as follows:

Mitigation Measure 3B.11-1b: Minimize Noise from Construction Equipment and Staging.

Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used within 200 feet of a sensitive receptor. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.

SECTION 3A.12 "PARKS AND RECREATION – LAND"

The second paragraph of Impact 3A.12-2 on page 3A.12-16 is hereby revised as follows:

In addition to the on-site facilities, the new residents would also be expected to use existing off-site recreational facilities such as those at Folsom Lake SRA, Prairie City State Vehicular Recreation Area, Folsom Powerhouse SHP, and the American River Parkway, including bicycle trails, campgrounds, boat launch facilities, and sports parks.

SECTION 3B.12 "PARKS AND RECREATION – WATER"

The first full paragraph on page 3B.12-3 is hereby revised as follows:

ANALYSIS METHODOLOGY

The assessment of potential impacts to recreational opportunities or facilities focuses on evaluating whether the Off-site Water Facilities would impact (1) water-dependent (e.g., boating and swimming) and water-enhanced recreation opportunities along the Sacramento River and other major water supply reservoirs (i.e., Shasta, Folsom) and (2) recreation areas or facilities crossed by facilities proposed as part of the Off-site Water Facilities. Effects on recreation were evaluated in relation to potential construction and operational-related impacts. Operational impacts were considered in the context of the assumptions

identified on page 3-2, "Approach to the Environmental Analysis." A long-term, operational effect could occur if a recreation opportunity is eliminated as a result of construction activities associated with a project facility.

SECTION 3A.13 "POPULATION, EMPLOYMENT, AND HOUSING – LAND"

No revisions.

SECTION 3A.14 "PUBLIC SERVICES – LAND"

The first paragraph under "Public Schools" on page 3A.14-3 is hereby revised as follows:

The SPA is located in the Folsom Cordova Unified School District (FCUSD). Located in eastern Sacramento County, the district covers 95 square miles. The FCUSD boundaries encompass the City of Folsom, portions of the City of Rancho Cordova, and portions of the unincorporated areas of Sacramento County (FCUSD 2008b:A-1). FCUSD currently operates ~~21~~ 20 elementary schools, 4 middle schools, 3 comprehensive high schools, 2 continuation high schools, and 4 adult and alternative education centers (FCUSD 2008b:A-1).

The text at the top of page 3A.14-4 is hereby revised as follows:

Based on the FCUSD school attendance boundaries map that was available at the time the DEIR/DEIS was prepared, students living in the SPA would attend Russell Ranch Elementary School, Folsom Middle School, and Vista del Lago High School. Table 3A.14-1 identifies the 2007–2008 school-year enrollments for these schools. However, depending on the location and pace of future development in the FCUSD, students from the SPA might attend a different school that has available capacity at the time, as determined by FCUSD. FCUSD expects to adjust attendance boundaries in the vicinity of the SPA beginning in the 2011/2012 school year.

The first paragraph after Table 3A.14-2 on page 3A.14-5 is hereby revised, and a new paragraph added, as follows:

The FCUSD is funded by ~~50%~~ one-third state sources, ~~and 50% local sources~~ one-third development impact fees, and one-third local bond funds as approved by voters in the Measure M area. The district can receive local funding through developer impact fees, tax revenue from Mello-Roos districts, and General Obligation (GO) bonds. Developer impact fees are the major source of funding for the district. Based on its facility needs assessment, FCUSD demonstrated the need to levy Level II developer fees (described below in Section 3A.14.2, "Regulatory Framework") in the SFID 3 that are higher than the statutory fee. As of August 2008, Level II fees for residential development are ~~$6.99~~ $6.38 per square foot and $0.47 per square foot for commercial/industrial construction (FCUSD 2008a:22, 2009). Developer fees may be used to finance new schools and equipment, and to reconstruct existing facilities to maintain adequate housing for all the district's students. Mello-Roos districts are defined tax areas usually associated with new residential subdivisions, which are often used for additional school taxes.

FCUSD and certain residential/commercial developers within the SPA attempted to negotiate an agreement whereby, in exchange for access to a pro-rata share of Measure M bond proceeds, the developers would ensure adequate funding for construction of all school facilities necessitated by their development. Under the proposed agreement, once the appropriate share of bond proceeds, along with state funding allocated to the specific project, were exhausted, the developer would fund the remaining "gap" The proposed agreement also provided that the developers would ensure that adequate funding was in place at the time necessary to construct needed school facilities, regardless of the timing or amount of other funding sources (i.e., they would have "front-funded" construction of facilities as needed). The parties ultimately were not able to reach a final resolution on an agreement containing these terms. FCUSD has expressed its continued belief that involvement by residential and commercial developers in the SPA is an important component in constructing adequate school facilities.

The fourth sentence in the second paragraph after Table 3A.14-2 on page 3A.14-5 is hereby revised as follows:

The estimated completion date for the elementary and high/middle schools is ~~currently 2015~~ 2017.

The last sentence in the second bullet on page 3A.14-7 is hereby revised as follows:

> As of ~~August 2008~~ November 2009, Level II fees are ~~$6.99~~ $6.38 per square foot for residential development and $0.47 per square foot for commercial/industrial construction (FCUSD ~~2009~~2010 Comment Letter on the DEIR/DEIS).

SECTION 3.15, "TRAFFIC AND TRANSPORTATION"

The text in Table 3A.15-1 beginning on page 3A.15-3 is hereby revised as follows:

Table 3A.15-1
Locations of Detailed Traffic Analyses

Intersections

City of Folsom

1. Folsom Boulevard / Blue Ravine Road
2. Sibley Street / Blue Ravine Road
3. Oak Avenue Parkway / Blue Ravine Road
4. Empire Ranch Road / Natoma Street
5. Oak Avenue Parkway / Riley Street
6. Oak Avenue Parkway / East Bidwell Street
7. Nesmith Court / East Bidwell Street
8. Scholar Way / East Bidwell Street
9. Power Center Drive / East Bidwell Street
10. Broadstone Parkway / East Bidwell Street
11. Empire Ranch Road / Broadstone Parkway
12. Oak Avenue Parkway / Haverhill Drive
13. Oak Avenue Parkway / Halidon Way
14. Folsom Boulevard / Iron Point Road
15. Prairie City Road / Iron Point Road
16. Grover Road / Iron Point Road
17. McAdoo Drive / Iron Point Road
18. Oak Avenue Parkway / Iron Point Road
19. Rowberry Drive / Iron Point Road
20. Broadstone Parkway / Iron Point Road
21. East Bidwell Street / Iron Point Road
22. Cavitt Road / Iron Point Road
23. Serpa Way / Iron Point Road
24. Empire Ranch Road / Iron Point Road
25. Prairie City Road / High School
26. East Bidwell Street / Placerville Road
27. Prairie City Road / White Rock Road
28. Scott Road (West) / White Rock Road
29. Scott Road (East) / White Rock Road
30. Placerville Road / White Rock Road
31. Empire Ranch Road / North Road (Project)
32. Prairie City Road / Easton Valley Parkway (Project)
33. Oak Avenue Parkway / Easton Valley Parkway (Project)
34. Rowberry Drive / Easton Valley Parkway (Project)
35. 1st Street / Easton Valley Parkway (Project)
36. 2nd Street / Easton Valley Parkway (Project)
37. 3rd Street / Easton Valley Parkway (Project)
38. Scott Road (East) / Easton Valley Parkway (Project)
39. Power Center Drive / Easton Valley Parkway (Project)
40. Placerville Road / Easton Valley Parkway (Project)
41. Hillside Drive / Easton Valley Parkway (Project)
42. Empire Ranch Road / Easton Valley Parkway (Project)
43. Prairie City Road / Middle Road (Project)
44. Oak Avenue Parkway / Middle Road (Project)
45. Scott Road (East) / Street "B" (Project)
46. East Road / Street "B" (Project)
47. Prairie City Road / Street "A" (Project)
48. Oak Avenue Parkway / Street "A" (Project)
49. West Road / Street "A" (Project)
50. Scott Road (East) / Street "A" (Project)
51. East Road / Street "A" (Project)
52. Placerville Road / Street "A" (Project)
53. Empire Ranch Road / Street "A" (Project)
54. Scott Road (East) / South Road (Project)
55. Oak Avenue Parkway / White Rock Road (Project)
56. Empire Ranch Road / White Rock Road (Project)

Sacramento County

1. Hazel Avenue / Gold Country Boulevard
2. Hazel Avenue / Folsom Boulevard
3. Grant Line Road / White Rock Road
4. Grant Line Road / Sunrise Boulevard
5. Hazel Avenue / Easton Valley Parkway (Cumulative)
6. Aerojet Road / Easton Valley Parkway (Cumulative)
7. Alabama Avenue / Easton Valley Parkway (Cumulative)
8. Glenborough Road / Easton Valley Parkway (Cumulative)

City of Rancho Cordova

1. Sunrise Boulevard / White Rock Road
2. Fitzgerald Road / White Rock Road
3. Sunrise Boulevard / Douglas Road
4. Grant Line Road / Douglas Road
5. Grant Line Road / Kiefer Road
6. Rancho Cordova Parkway / Easton Valley Parkway (Cumulative)
7. Rancho Cordova Parkway / White Rock Road (Cumulative)
8. International Drive / White Rock Road (Cumulative)
9. Rio Del Oro Parkway / White Rock Road (Cumulative)
10. Villagio Parkway / White Rock Road (Cumulative)
11. Sunrise Boulevard /International Drive (Cumulative)
12. Villagio Parkway / Americanos Road (Cumulative)
13. Villagio Parkway / Rancho Cordova Parkway (Cumulative)
14. Grant Line Road / Centennial Road
15. Rancho Cordova Parkway / Douglas Road (Cumulative)
16. Americanos Boulevard / Douglas Road (Cumulative)
17. Grant Line Road / Chrysanthy Boulevard
18. Grant Line Road / Rancho Cordova Parkway

El Dorado County

1. White Rock Road / Carson Crossing Road
2. White Rock Road / Stonebriar Drive
3. White Rock Road / Windfield Way
4. White Rock Road / Latrobe Road
5. White Rock Road / Valley View Parkway
6. El Dorado Hills Boulevard / Serrano Parkway
7. El Dorado Hills Boulevard / Saratoga Way
8. El Dorado Hills Boulevard / Park Drive
9. Latrobe Road / Town Center Boulevard

Caltrans

1. Hazel Avenue / Tributary - WB U.S. 50 ramps
2. Hazel Avenue / EB U.S. 50 ramps
3. Folsom Boulevard / WB U.S. 50 ramps
4. Folsom Boulevard / EB U.S. 50 ramps
5. Prairie City Road / WB U.S. 50 ramps
6. Prairie City Road / EB U.S. 50 ramps
7. East Bidwell Street / WB U.S. 50 ramps
8. East Bidwell Street / EB U.S. 50 ramps
9. El Dorado Hills Boulevard / WB U.S. 50 ramps
10. El Dorado Hills Boulevard / EB U.S. 50 ramps
11. Sunrise Boulevard / Jackson Highway (SR-16)
12. Grant Line Road / Jackson Highway (SR-16)
13. Oak Avenue Parkway / WB U.S. 50 ramps (Cumulative)
14. Oak Avenue Parkway / EB U.S. 50 ramps (Cumulative)
15. Empire Ranch Road / WB U.S. 50 ramps (Cumulative)
16. Empire Ranch Road / EB U.S. 50 ramps (Cumulative)
17. Silva Valley / WB U.S. 50 ramps (Cumulative)
18. Silva Valley / EB U.S. 50 ramps (Cumulative)

Table 3A.15-1
Locations of Detailed Traffic Analyses

Roadways

Sacramento County

1. Folsom Boulevard—Sunrise Boulevard to Mercantile Drive
2. Folsom Boulevard—Mercantile Drive to Hazel Avenue
3. Folsom Boulevard—Hazel Avenue to Aerojet Road
4. Folsom Boulevard—Aerojet Road to U.S. 50
5. Grant Line Road—White Rock Road to Centennial Road
6. Grant Line Road—Centennial Road to Douglas Road
7. Grant Line Road—Douglas Road to Keifer Boulevard
8. Grant Line Road—Keifer Boulevard to Jackson Road
9. Grant Line Road—Jackson Road to Sunrise Boulevard
10. Hazel Avenue—Greenback Lane to Madison Avenue
11. Hazel Avenue—Madison Avenue to Curragh Downs Drive
12. Hazel Avenue—Curragh Downs Drive to Gold Country Boulevard
13. Hazel Avenue—Gold Country Boulevard to U.S. 50
14. SR-16—Dillard Road to Murieta Parkway
15. SR-16—Grant Line Road to Dillard Road
16. Prairie City Road—U.S. 50 to Easton Valley Parkway
17. Prairie City Road—Easton Valley Parkway to White Rock Road
18. Scott Road—White Rock Road to Latrobe Road
19. Stonehouse Road—Latrobe Road to SR-16
20. Sunrise Boulevard—Jackson Road to Grant Line Road
21. White Rock Road—Fitzgerald Road (Villagio Parkway) to Grant Line Road
22. White Rock Road—Grant Line Road to Prairie City Road
23. White Rock Road—Prairie City Road to Scott Road (West)
24. White Rock Road—Scott Road (West) to Oak Avenue Parkway
25. White Rock Road—Oak Avenue Parkway to Scott Road (East)
26. White Rock Road—Scott Road (East) to Placerville Road
27. White Rock Road—Placerville Road to Empire Ranch Road
28. White Rock Road—Empire Ranch Road to Carson Crossing Road
29. Easton Valley Parkway—Hazel Avenue to Aerojet Road
30. Easton Valley Parkway—Aerojet Road to Alabama Avenue
31. Easton Valley Parkway—Alabama Avenue to Glenborough Road
32. Easton Valley Parkway—Glenborough Road to Oak Avenue Parkway
33. Empire Ranch Road—White Rock Road to Carson Crossing Road

City of Rancho Cordova

1. Douglas Road—Sunrise Boulevard to Grant Line Road
2. ~~Grant Line Road—White Rock Road to Douglas Road~~
3. ~~Grant Line Road—Douglas Road to Keifer Boulevard~~
4. ~~Grant Line Road—Keifer Boulevard to Jackson Road~~
5. Sunrise Boulevard—U.S. 50 to Folsom Boulevard
6. Sunrise Boulevard—Folsom Boulevard to White Rock Road
7. Sunrise Boulevard—White Rock Road to Douglas Road
8. Sunrise Boulevard—Douglas Road to Keifer Boulevard
9. Sunrise Boulevard—Keifer Boulevard to SR-16
10. White Rock Road—Zinfandel Drive to Sunrise Boulevard
11. White Rock Road—Sunrise Boulevard to Fitzgerald Road
12. White Rock Road—Fitzgerald Road to Rancho Cordova Parkway
13. White Rock Road—Rancho Cordova Parkway to International Drive
14. White Rock Road—International Drive to Rio Del Oro Parkway
15. White Rock Road—Rio Del Oro Parkway to Villagio Parkway
16. SR-16—Sunrise Boulevard to Grant Line Road
17. International Drive—Sunrise Boulevard to Rancho Cordova Parkway
18. International Drive—Rancho Cordova Parkway to Americanos Boulevard
19. International Drive—Americanos Boulevard to White Rock Road

Freeway Segments

1. U.S. 50—Zinfandel Drive to Sunrise Boulevard
2. U.S. 50—Sunrise Boulevard to Rancho Cordova Parkway
3. U.S. 50—Rancho Cordova Parkway to Hazel Avenue
4. U.S. 50—Hazel Avenue to Folsom Boulevard
5. U.S. 50—Folsom Boulevard to Prairie City Road
6. U.S. 50—Prairie City Road to Oak Avenue Parkway
7. U.S. 50—Oak Avenue Parkway to East Bidwell Street—Scott Road
8. U.S. 50—East Bidwell Street—Scott Road to Empire Ranch Road
9. U.S. 50—Empire Ranch Road to El Dorado Hills Boulevard—Latrobe Road
10. U.S. 50—El Dorado Hills Boulevard—Latrobe Road to Silva Valley Road
11. U.S. 50—Silva Valley Road to Bass Lake Road

Interchanges

1. Hazel Avenue interchange at U.S. 50
2. Folsom Boulevard interchange at U.S. 50
3. Prairie City Road interchange at U.S. 50
4. Oak Avenue Parkway interchange at U.S. 50—build and cumulative scenarios
5. East Bidwell Street—Road interchange at U.S. 50
6. Empire Ranch Road interchange at U.S. 50—build and cumulative scenarios
7. El Dorado Hills Boulevard—Latrobe Road interchange at U.S. 50
8. Silva Valley Road interchange at U.S. 50—cumulative scenarios

Notes: SR = State Route; U.S. 50 = U.S. Highway 50

The text of the third bullet of the "Thresholds of Significance" on page 3A.15-25 is hereby modified as follows:

- an unsignalized intersection in Sacramento County that meets signal warrants and inside the Urban Limit Line operating at an acceptable LOS E or better to degrade to an unacceptable LOS F; or outside the Urban Limit Line operating at an acceptable LOS D or better to degrade to an unacceptable LOS E or F; or

The following new Table 3A.15-17A is hereby inserted on page 3A.15-35:

Table 3A.15-17A
Intersection Signal Warrant Analysis[1] -- Existing Plus Project Conditions -- Sacramento County

Intersection	No Project Alternative		Proposed Project Alternative		No USACE Permit Alternative		Resource Impact Minimization Alternative		Centralized Development Alternative		Reduced Hillside Development Alternative	
NS/EW Street	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Scott Rd (S) / White Rock Rd	No	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Grant Line Rd / White Rock Rd	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Notes: Bold indicates signal warranted because of project.
Gray shaded areas indicate impact.
[1]Based on Peak Hour Volume Signal Warrant Report Analysis for rural conditions.
Source: DKS Associates, 2010

Table 3A.15-18 beginning on page 3A.15-37 is hereby revised as follows:

Table 3A.15-18
Roadway Segment Levels of Service—Existing Conditions - Sacramento County

Roadway Segment	Lanes	No Project Alternative			Proposed Project Alternative			No Federal Action Alternative			Resource Impact Minimization			Centralized Development			Reduced Hillside Development		
		Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
1. Folsom Blvd — Sunrise Blvd to Mercantile Drive	4	19,900	0.55	A	20,000	0.56	A	19,500	0.54	A	19,900	0.55	A	19,700	0.55	A	20,100	0.56	A
2. Folsom Blvd — Mercantile Drive to Hazel Avenue	4	14,900	0.41	A	14,900	0.41	A	14,500	0.40	A	15,000	0.42	A	14,900	0.41	A	14,900	0.41	A
3. Folsom Blvd — Hazel Avenue to Aerojet Road	4	13,700	0.38	A	14,900	0.41	A	15,000	0.42	A	14,900	0.41	A	14,900	0.41	A	15,000	0.42	A
4. Folsom Blvd — Aerojet Road to U.S. 50	4	17,600	0.49	A	20,100	0.56	A	19,900	0.55	A	19,900	0.55	A	19,900	0.55	A	20,100	0.56	A
5. Grant Line Road — White Rock Road to Douglas Road	2	9,600	0.56	D	12,400	0.73	E	12,300	0.72	E	11,900	0.70	E	12,400	0.73	E	12,200	0.72	E
6. Grant Line Road — Douglas Road to Keifer Blvd	2	8,800	0.38	D	10,100	0.44	D	10,000	0.44	D	9,600	0.42	D	10,100	0.44	D	9,900	0.43	D
7. Grant Line Road — Keifer Blvd to Jackson Road (SR-16)	2	7,700	0.34	C	10,000	0.44	D	9,900	0.43	D	9,400	0.41	D	10,100	0.44	D	10,200	0.45	D
8. Grant Line Road — Jackson Road (SR-16) to Sunrise Blvd	2	6,300	0.28	C	8,500	0.37	D	8,400	0.37	D	8,100	0.35	D	8,500	0.37	D	8,600	0.38	D
9. Hazel Avenue — Greenback Lane to Madison Avenue	4	38,300	**1.06**	**F**	39,600	**1.10**	**F**	39,200	**1.09**	**F**	39,400	**1.09**	**F**	39,200	**1.09**	**F**	39,500	**1.10**	**F**
10. Hazel Avenue — Madison Avenue to Curragh Downs Drive	4	46,300	**1.29**	**F**	48,200	**1.34**	**F**	47,700	**1.33**	**F**	47,500	**1.32**	**F**	48,100	**1.34**	**F**	48,100	**1.34**	**F**
11. Hazel Avenue — Curragh Downs Drive to Gold Country Blvd	4	49,900	**1.25**	**F**	52,900	**1.32**	**F**	52,800	**1.32**	**F**	52,300	**1.31**	**F**	53,000	**1.33**	**F**	53,000	**1.33**	**F**
12. Hazel Avenue — Gold Country Blvd to U.S. 50 westbound ramp	6	53,900	0.90	D	57,900	0.97	E	57,700	0.96	E	57,100	0.95	E	58,000	0.97	E	58,000	0.97	E
13. Jackson Road (SR-16) — Grant Line Road to Dillard Road	2	14,300	**0.62**	**E**	13,700	**0.60**	**E**	13,800	**0.60**	**E**	13,800	**0.60**	**E**	13,700	**0.60**	**E**	13,700	**0.60**	**E**
14. Jackson Road (SR-16) — Dillard Road to Stone House Road	2	12,100	0.53	D	11,900	0.52	D	11,800	0.52	D	11,900	0.52	D	11,800	0.52	D	11,800	0.52	D
15. Prairie City Road — U.S. 50 eastbound ramp to Easton Valley Parkway	2 (6)	5,900	0.35	D	25,200	0.49	D	22,300	0.44	D	22,700	0.45	D	27,700	0.54	D	28,100	0.55	D
16. Prairie City Road — Easton Valley Parkway to White Rock Road	2 (4)	5,900	0.35	D	15,600	0.46	D	14,700	0.43	D	15,700	0.46	D	16,500	0.49	D	16,100	0.47	D
17. Scott Road (West) — White Rock Road to Latrobe Road	2	2,100	0.12	B	3,800	0.22	C	3,700	0.22	C	3,600	0.21	C	3,800	0.22	C	3,800	0.22	C
18. Stonehouse Road — Latrobe Road to Jackson Road (SR-16)	2	1,800	0.11	B	2,600	0.15	B	2,500	0.15	B	2,400	0.14	B	2,600	0.15	B	2,500	0.15	B
19. Sunrise Blvd — Jackson Road (SR-16) to Grant Line Road	2	13,300	0.58	D	13,400	0.59	D	13,500	0.59	E	13,500	0.59	E	13,500	0.59	E	13,600	0.59	E
20. White Rock Road — Fitzgerald Road to Grant Line Road	2	4,100	0.24	C	4,900	0.29	C	4,700	0.28	C	4,800	0.28	C	4,900	0.29	C	5,000	0.29	C
21. White Rock Road — Grant Line Road to Prairie City Road	2	11,500	0.68	E	15,500	0.91	E	15,100	0.89	E	14,900	0.88	E	15,400	0.91	E	15,300	0.90	E
22. White Rock Road — Prairie City Road to Scott Road (West)	2 (5)	7,600	0.45	D	10,500	0.21	A	9,500	0.19	A	9,700	0.19	A	9,800	0.20	A	9,900	0.20	A
23. White Rock Road — Scott Road (West) to Oak Avenue Parkway	2 (5)	7,600	0.45	D	11,900	0.24	A	10,800	0.22	A	10,800	0.22	A	11,200	0.22	A	11,200	0.22	A
24. White Rock Road — Oak Avenue Parkway to Scott Road (East)	2 (5)	7,600	0.45	D	11,500	0.23	A	10,900	0.22	A	11,000	0.22	A	11,200	0.22	A	11,500	0.23	A
25. White Rock Road — Scott Road (East) to Placerville Road	2 (5)	5,700	0.34	C	8,900	0.18	A	8,800	0.18	A	8,600	0.17	A	8,700	0.17	A	8,900	0.18	A
26. White Rock Road — Placerville Road to Empire Ranch Road	2 (5)	6,800	0.40	D	12,200	0.24	A	11,100	0.22	A	11,800	0.24	A	12,400	0.25	A	12,700	0.25	A
27. White Rock Road — Empire Ranch Road to Carson Crossing Road	2 (5)	6,800	0.40	D	13,900	0.28	A	12,800	0.26	A	13,500	0.27	A	13,300	0.27	A	14,100	0.28	A

Notes: LOS = level of service; SR = State Route; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity
Lanes: existing (project or alternative)
Bold indicates deficiency. Shaded areas indicate impact.
Source: Data provided by DKS Associates in 2010

The text under Mitigation Measure 3A.15-1o on page 3A.15-60 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvements, the impact would be classified as significant but eventually would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS C condition.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1p on page 3A.15-61 is hereby revised as follows:

- Improvements to this intersection must be implemented by ~~Caltrans,~~ Sacramento County, and the City of Rancho Cordova.

Implementation: ~~Caltrans,~~ Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

Enforcement: ~~Caltrans,~~ Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

Until ~~Caltrans,~~ the City of Rancho Cordova, and Sacramento County implement the improvements, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS C condition.

City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1q on page 3A.15-62 is hereby revised as follows:

Timing: Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.

The text under Mitigation Measure 3A.15-1r on page 3A.15-63 is hereby revised as follows:

Implementation: ~~Caltrans,~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS D condition.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1s on page 3A.15-64 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but eventually would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS E condition.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1u on page 3A.15-65 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but eventually would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to LOS D.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1v on page 3A.15-66 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant,

but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to LOS D.

City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1w on page 3A.15-67 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant, but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS D condition.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1x on page 3A.15-68 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but eventually would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to an acceptable condition. With the elimination of the diverge movement there is no specific LOS for the mitigated condition.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1y on page 3A.15-69 is hereby revised as follows:

Implementation: ~~Caltrans and~~ City of Folsom Public Works Department

Enforcement: ~~Caltrans City~~ of Folsom Public Works Department

Until ~~Caltrans~~ the City of Folsom Public Works Department implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to an acceptable condition. With the elimination of the direct merge movement there is no specific LOS for the mitigated condition.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1z on page 3A.15-70 is hereby revised as follows:

Implementation: ~~Caltrans~~City of Folsom Public Works Department

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department

Until ~~Caltrans~~ the City of Folsom Public Works Department implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS D condition.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1aa on page 3A.15-71 is hereby revised as follows:

Implementation: ~~Caltrans~~City of Folsom Public Works Department

Enforcement: ~~Caltrans~~City of Folsom Public Works Department

Until ~~Caltrans~~ the City of Folsom Public Works Department implements the improvement, the impact would be classified as significant but eventually would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS C condition.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1dd on page 3A.15-72 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department

Until ~~Caltrans~~ the City of Folsom Public Works Department implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to an acceptable condition. With the elimination of the direct merge movement there is no specific LOS for the mitigated condition.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1ee on page 3A.15-73 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department

Until ~~Caltrans~~ the City of Folsom Public Works Department implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those

improvements are constructed. Implementation of the mitigation measure will improve operations to an acceptable condition. With the elimination of the direct merge movement there is no specific LOS for the mitigated condition.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1ff on page 3A.15-74 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to an acceptable condition. With the elimination of the direct merge movement there is no specific LOS for the mitigated condition.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1gg on page 3A.15-75 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS C.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1hh on page 3A.15-76 is hereby revised as follows:

Implementation: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~Caltrans~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Until ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to a LOS B.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-1ii on page 3A.15-77 is hereby revised as follows:

Implementation: ~~Caltrans~~ Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works

Enforcement: ~~Caltrans~~ Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works

Until ~~Caltrans~~ the City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation implements the improvement, the impact would be classified as significant but would be reduced to a less-than-significant level once those improvements are constructed. Implementation of the mitigation measure will improve operations to an acceptable condition. With the elimination of the direct merge movement there is no specific LOS for the mitigated condition.

City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-2a on page 3A.15-78 is hereby revised as follows:

Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes.

The project applicant(s) for ~~all project phases~~ any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for ~~all project phases~~ any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking ~~at schools and commercial centers~~ to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections.

The text under "Timing" of Mitigation Measure 3A.15-2a on page 3A.15-78 is hereby revised as follows:

Timing: Before approval of improvement plans for ~~all project phases~~ any particular discretionary development application that includes residential and commercial or mixed-use development.

The first sentence below "Enforcement" of Mitigation Measure 3A.15-2a on page 3A.15-78 is hereby revised as follows:

The project applicant(s) for ~~all project phases shall~~ any particular discretionary development application participate in capital improvements and operating funds for transit service to increase the percent of travel by transit.

The text under Mitigation Measure 3A.15-2b on page 3A.15-79 is hereby revised as follows:

Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program.

The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.

The text under Mitigation Measure 3A.15-2c on page 3A.15-79 is hereby revised as follows:

Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association.

The project applicant(s) for ~~all project phases~~ any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.

The text under Mitigation Measure 3A.15-3 on page 3A.15-80 is hereby revised as follows:

Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.

In accordance with Measure W, the project applicant(s) for ~~all project phases~~ any particular discretionary development application shall fully fund improvements only required because of the Specific Plan.

This page intentionally left blank.

The text in Table 3A.15-26 beginning on page 3A.15-83 is hereby revised as follows:

Table 3A.15-26
Intersection Levels of Service — Cumulative (2030) Conditions – Sacramento County

Intersection	Control	No Project				Proposed Project				No Federal Action Alternative				Resource Impact Minimization				Centralized Development				Reduced Hillside Development			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		V/C[1] or Delay[2]	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1. Hazel Avenue / Gold Country Blvd	Signalized	0.98	E	**1.25**	**F**	0.99	E	**1.27**	**F**	0.99	E	**1.27**	**F**	0.99	E	**1.26**	**F**	1.00	E	**1.27**	**F**	1.00	E	**1.27**	**F**
2. Hazel Avenue / Folsom Blvd	Signalized	0.78	C	0.81	D	0.76	C	0.83	D	0.77	C	0.84	D	0.77	C	0.83	D	0.76	C	0.84	D	0.76	C	0.84	D
3. Grant Line Road / White Rock Road	Signalized	0.96	E	0.90	D	**1.03**	**F**	0.97	E	**1.03**	**F**	0.97	E	**1.02**	**F**	0.97	E	**1.04**	**F**	0.97	E	**1.04**	**F**	0.97	E
4. Grant Line Road / Sunrise Blvd	Signalized	0.82	D	0.69	B	0.82	D	0.70	C	0.82	D	0.71	C	0.82	D	0.70	C	0.82	D	0.71	C	0.82	D	0.70	C
5. Hazel Avenue / Easton Valley Parkway	Signalized	0.41	A	0.68	B	0.45	A	0.71	C	0.44	A	0.71	C	0.45	A	0.70	C	0.45	A	0.72	C	0.45	A	0.73	C
6. Aerojet Road / Easton Valley Parkway	Signalized	0.32	A	0.59	A	0.40	A	0.76	C	0.39	A	0.74	C	0.38	A	0.74	C	0.40	A	0.75	C	0.41	A	0.76	C
7. Alabama Avenue / Easton Valley Parkway	Signalized	0.33	A	0.31	A	0.40	A	0.37	A	0.38	A	0.38	A	0.39	A	0.38	A	0.39	A	0.39	A	0.40	A	0.40	A
8. Glenborough Road / Easton Valley Parkway	Signalized	0.29	A	0.35	A	0.40	A	0.50	A	0.38	A	0.48	A	0.38	A	0.48	A	0.39	A	0.49	A	0.40	A	0.50	A

Notes: LOS = level of service; V/C = volume-to-capacity
[1] V/C ratio is shown for signalized intersections. Delay is shown for unsignalized intersections.
[2] Average intersection delay reported in seconds per vehicle.
Bold indicates deficiency. Shaded areas indicate impact.
Source: Data provided by DKS Associates in 2010

The text in Table 3A.15-27 beginning on page 3A.15-85 is hereby revised as follows:

Table 3.15-27
Roadway Segment Levels of Service — Cumulative (2030) Conditions - Sacramento County

Roadway Segment	Lanes	No Project			Proposed Project			No Federal Action Alternative			Resource Impact Minimization			Centralized Development			Reduced Hillside Development		
		Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
1. Folsom Blvd — Sunrise Blvd to Mercantile Drive	4	31,900	0.89	D	32,000	0.89	D	32,100	0.89	D	31,900	0.89	D	32,100	0.89	D	32,000	0.89	D
2. Folsom Blvd — Mercantile Drive to Hazel Avenue	4	22,700	0.63	B	23,200	0.64	B	23,000	0.64	B	23,100	0.64	B	23,200	0.64	B	23,200	0.64	B
3. Folsom Blvd — Hazel Avenue to Aerojet Road	4	8,000	0.22	A	8,900	0.25	A	8,700	0.24	A	8,600	0.24	A	8,800	0.24	A	8,800	0.24	A
4. Folsom Blvd — Aerojet Road to U.S. 50	4	26,300	0.73	C	25,400	0.71	C	25,300	0.70	C	25,300	0.70	C	25,400	0.71	C	25,500	0.71	C
5. Grant Line Road — White Rock Road to Centennial Road	4	57,600	**1.44**	**F**	65,100	**1.63**	**F**	64,800	**1.62**	**F**	64,100	**1.60**	**F**	65,000	**1.63**	**F**	65,000	**1.63**	**F**
6. Grant Line Road — Centennial Road to Douglas Road	4	55,500	**1.39**	**F**	62,000	**1.55**	**F**	61,800	**1.55**	**F**	61,100	**1.53**	**F**	62,000	**1.55**	**F**	62,000	**1.55**	**F**
7. Grant Line Road — Douglas Road to Keifer Blvd	4	57,000	**1.58**	**F**	60,800	**1.69**	**F**	60,700	**1.69**	**F**	60,400	**1.68**	**F**	60,800	**1.69**	**F**	60,800	**1.69**	**F**
8. Grant Line Road — Keifer Blvd to Jackson Road (SR-16)	4	37,600	**1.04**	**F**	39,500	**1.10**	**F**	39,400	**1.09**	**F**	39,100	**1.09**	**F**	39,400	**1.09**	**F**	39,400	**1.09**	**F**
9. Grant Line Road — Jackson Road (SR-16) to Sunrise Blvd	4	37,000	**1.03**	**F**	38,600	**1.07**	**F**	38,600	**1.07**	**F**	38,400	**1.07**	**F**	38,600	**1.07**	**F**	38,600	**1.07**	**F**
10. Hazel Avenue — Greenback Lane to Madison Avenue	6	56,300	**1.04**	**F**	56,800	**1.05**	**F**	56,900	**1.05**	**F**	57,000	**1.06**	**F**	57,000	**1.06**	**F**	57,000	**1.06**	**F**
11. Hazel Avenue — Madison Avenue to Curragh Downs Drive	6	76,700	**1.42**	**F**	78,900	**1.46**	**F**	78,700	**1.46**	**F**	78,200	**1.45**	**F**	78,900	**1.46**	**F**	78,800	**1.46**	**F**
12. Hazel Avenue — Curragh Downs Drive to Gold Country Blvd	6	88,000	**1.47**	**F**	91,300	**1.52**	**F**	91,000	**1.52**	**F**	90,600	**1.51**	**F**	91,300	**1.52**	**F**	91,200	**1.52**	**F**
13. Hazel Avenue — Gold Country Blvd to U.S. 50 westbound ramp	6	91,100	**1.52**	**F**	94,800	**1.58**	**F**	94,400	**1.57**	**F**	94,100	**1.57**	**F**	95,000	**1.58**	**F**	94,800	**1.58**	**F**
14. Jackson Road (SR-16) — Grant Line Road to Dillard Road	2	13,200	0.58	D	12,900	0.56	D	12,900	0.56	D	12,900	0.56	D	12,800	0.56	D	12,900	0.56	D
15. Jackson Road (SR-16) — Dillard Road to Stone House Road	2	16,400	**0.72**	**E**	16,500	**0.72**	**E**	16,500	**0.72**	**E**	16,500	**0.72**	**E**	16,500	**0.72**	**E**	16,500	**0.72**	**E**
16. Prairie City Road — U.S. 50 eastbound ramp to Easton Valley Parkway	4 - 6	35,700	0.99	E	39,500	0.73	C	37,000	0.69	B	36,900	0.68	B	41,000	0.76	C	41,100	0.76	C
17. Prairie City Road — Easton Valley Parkway to White Rock Road	2 - 4	25,100	**1.39**	**F**	37,200	**1.03**	**F**	37,100	**1.03**	**F**	37,700	**1.05**	**F**	38,400	**1.07**	**F**	38,100	**1.06**	**F**
18. Scott Road (West) — White Rock Road to Latrobe Rd	2	3,900	0.23	C	5,700	0.34	C	5,700	0.34	C	5,600	0.33	C	5,800	0.34	C	5,800	0.34	C
19. Stonehouse Road — Latrobe Road to Jackson Road (SR-16)	2	5,700	0.34	C	7,400	0.44	D	7,300	0.43	D	7,200	0.42	D	7,400	0.44	D	7,400	0.44	D
20. Sunrise Blvd—Jackson Road (SR-16) to Grant Line Road	6	22,300	0.62	B	22,500	0.63	B	22,500	0.63	B	22,500	0.63	B	22,500	0.63	B	22,500	0.63	B
21. White Rock Road — Villagio Parkway to Grant Line Road	4	15,800	0.44	A	19,900	0.55	A	19,400	0.54	A	19,600	0.54	A	19,800	0.55	A	20,000	0.56	A
22. White Rock Road — Grant Line Road to Prairie City Road	**4**	74,300	**1.86**	**F**	85,800	**2.15**	**F**	85,000	**2.13**	**F**	84,500	**2.11**	**F**	85,700	**2.14**	**F**	85,900	**2.15**	**F**
23. White Rock Road — Prairie City Road to Scott Road (West)	4 - 5	67,100	**1.68**	**F**	69,800	**1.40**	**F**	67,900	**1.36**	**F**	67,800	**1.36**	**F**	68,500	**1.37**	**F**	68,900	**1.38**	**F**
24. White Rock Road — Scott Road (West) to Oak Avenue Parkway	4 - 5	52,400	**1.31**	**F**	56,500	**1.13**	**F**	54,600	**1.09**	**F**	54,200	**1.08**	**F**	55,200	**1.10**	**F**	55,500	**1.11**	**F**
25. White Rock Road — Oak Avenue Parkway to Scott Road (East)	4 - 5	52,400	**1.31**	**F**	59,800	**1.20**	**F**	59,000	**1.18**	**F**	59,000	**1.18**	**F**	59,400	**1.19**	**F**	59,600	**1.19**	**F**
26. White Rock Road — Scott Road (East) to Placerville Road	4 - 5	29,500	0.74	C	30,300	0.61	B	29,400	0.59	A	29,300	0.59	A	29,900	0.60	A	30,600	0.61	B
27. White Rock Road — Placerville Road to Empire Ranch Road	4 - 5	34,500	0.86	D	38,000	0.76	C	38,000	0.76	C	38,300	0.77	C	39,800	0.80	C	40,300	0.81	D
28. White Rock Road — Empire Ranch Road to Carson Crossing Road	6	34,500	0.86	D	49,300	**0.99**	**E**	48,900	**0.98**	**E**	49,500	**0.99**	**E**	50,300	**1.01**	**F**	51,300	**1.03**	**F**
29. Hazel Avenue — Folsom Blvd connector to Easton Valley Parkway	6	17,600	0.33	A	19,000	0.35	A	18,500	0.34	A	18,600	0.34	A	18,800	0.35	A	19,000	0.35	A
30. Easton Valley Parkway — Hazel Avenue to Aerojet Road	6	31,300	0.58	A	34,200	0.63	B	33,700	0.62	B	33,600	0.62	B	34,200	0.63	B	34,300	0.64	B
31. Easton Valley Parkway — Aerojet Road to Alabama Avenue	6	19,600	0.36	A	27,300	0.51	A	26,100	0.48	A	26,100	0.48	A	27,100	0.50	A	27,500	0.51	A
32. Easton Valley Parkway — Alabama Avenue to Glenborough Road	6	15,400	0.29	A	23,700	0.44	A	22,400	0.41	A	22,400	0.41	A	23,400	0.43	A	23,900	0.44	A
33. Easton Valley Parkway — Glenborough Road to Prairie City Road	0 - 4	16,700	0.31	A	28,000	0.52	A	26,500	0.49	A	26,500	0.49	A	27,800	0.51	A	28,300	0.52	A

Notes: LOS = level of service; SR = State Route; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity
Lanes: Cumulative No Project – Cumulative Plus Project (or alternative)
Bold indicates deficiency. Shaded areas indicate impact.
Source: Data provided by DKS Associates in 2010

The following new Table 3A.15-31A is hereby added:

Table 3.15-31A
Intersection Levels of Service — Cumulative (2030) Conditions – Caltrans

Intersection	Control	No Project				Proposed Project				No Federal Action Alternative				Resource Impact Minimization				Centralized Development				Reduced Hillside Development			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5. Prairie City Road / WB U.S. 50 ramps	Signalized																								
Flyover EB On Ramp design		30.0	C	30.2	C	37.2	D	12.9	B	38.8	D	12.8	B	38.6	D	12.6	B	36.9	D	12.1	B	35.8	D	12.1	B
Loop EB On Ramp design		29.6	C	33.0	C	35.5	D	12.9	B	36.9	D	12.7	B	36.7	D	12.5	B	35.3	D	12.1	B	34.2	C	12.2	B
Single SB Left Turn onto EB On Ramp design		29.6	C	33.0	C	35.5	D	12.9	B	36.9	D	12.7	B	36.7	D	12.5	B	35.3	D	12.1	B	34.2	C	12.2	B
6. Prairie City Road / EB U.S. 50 ramps	Signalized																								
Flyover EB On Ramp design		22.2	C	15.9	B	21.2	C	13.3	B	21.3	C	13.2	B	21.6	C	13.6	B	21.5	C	13.9	B	21.9	C	13.5	B
Loop EB On Ramp design		22.2	C	15.9	B	21.2	C	13.3	B	21.3	C	13.2	B	21.6	C	13.6	B	21.5	C	13.9	B	21.9	C	13.5	B
Single SB Left Turn onto EB On Ramp design		39.1	D	29.6	C	61.4	E	24.9	C	62.0	E	24.8	C	65.7	E	24.4	C	63.6	E	26.4	C	66.0	E	26.5	C

Notes: LOS = level of service; Single SB Left Turn onto EB On Ramp design requires widening bridge over U.S.50 by one lane
Bold indicates deficiency. Shaded areas indicate impact.
Source: Data provided by DKS Associates in 2010

The following new Table 3A.15-32a is hereby added:

Table 3.15-32A
Freeway Mainline Levels of Service — Cumulative (2030) Conditions - Caltrans

Freeway Segment	No Project				Proposed Project				No Federal Action Alternative				Resource Impact Minimization				Centralized Development				Reduced Hillside Development			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	V/C	LOS[2]	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
EASTBOUND U.S. 50																								
Prairie City Road to Oak Avenue Parkway																								
Flyover On Ramp design	**1.11**	**F**	**1.17**	**F**	**1.22**	**F**	**1.19**	**F**	**1.23**	**F**	**1.17**	**F**	**1.20**	**F**	**1.17**	**F**	**1.23**	**F**	**1.17**	**F**	**1.23**	**F**	**1.19**	**F**
Loop On Ramp design	**1.02**	**F**	**1.18**	**F**	**1.12**	**F**	**1.09**	**F**	**1.13**	**F**	**1.08**	**F**	**1.11**	**F**	**1.07**	**F**	**1.14**	**F**	**1.08**	**F**	**1.13**	**F**	**1.09**	**F**
Single SB Left Turn onto On Ramp design	**1.08**	**F**	**1.24**	**F**	**1.19**	**F**	**1.14**	**F**	**1.20**	**F**	**1.12**	**F**	**1.17**	**F**	**1.12**	**F**	**1.20**	**F**	**1.13**	**F**	**1.20**	**F**	**1.14**	**F**

Notes: LOS = level of service; NA = not applicable; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity
[1] Capacity based on 2200 vphpl for freeway lanes, 1600 vphpl for auxiliary lanes.
Bold indicates deficiency where calculation indicates that demand exceeds capacity. Shaded areas indicate impact.
Source: Data provided by DKS Associates in 2010

The following new Table 3A.15-33A is hereby added:

Table 3A.15-33A
Merge/Diverge/Weave Levels of Service — Cumulative (2030) Conditions - Caltrans

Freeway Ramp	Merge, Diverge, or Weave Maneuver	No Project				Proposed Project				No Federal Action Alternative				Resource Impact Minimization				Centralized Development				Reduced Hillside Development			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		Density[1]	LOS[2]	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS
EASTBOUND U.S. 50																									
Prairie City Road direct on-ramp	Merge	**45.7**	**F**	**44.9**	**F**	**49.4**	**F**	**52.3**	**F**	**49.6**	**F**	**52.0**	**F**	**48.7**	**F**	**51.6**	**F**	**49.9**	**F**	**51.6**	**F**	**49.8**	**F**	**52.6**	**F**
Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp	Weave	42.9	E	**44.9**	**F**	**50.9**	**F**	**52.3**	**F**	**51.9**	**F**	**52.0**	**F**	**50.3**	**F**	**51.6**	**F**	**52.0**	**F**	**51.6**	**F**	**51.9**	**F**	**52.6**	**F**
Prairie City Road loop on-ramp	Merge	**37.6**	**F**	**44.8**	**F**	**43.0**	**F**	**47.4**	**F**	**43.5**	**F**	**47.2**	**F**	**42.4**	**F**	**47.0**	**F**	**43.3**	**F**	**46.8**	**F**	**43.2**	**F**	**47.4**	**F**
Prairie City Road slip on-ramp to Oak Avenue Parkway off-ramp	Weave	36.8	E	**47.0**	**F**	**43.9**	**F**	42.4	E	**44.5**	**F**	41.7	E	**43.3**	**F**	41.5	E	**45.1**	**F**	41.9	E	**45.0**	**F**	42.5	E
Prairie City Road combined on-ramp to Oak Avenue Parkway off-ramp	Weave	40.7	E	**51.5**	**F**	**46.6**	**F**	**44.1**	**F**	**47.3**	**F**	**43.5**	**F**	**46.1**	**F**	**43.3**	**F**	**47.8**	**F**	**43.6**	**F**	**47.7**	**F**	**44.3**	**F**

Notes: LOS = level of service; NA = not applicable – a lane drops at off ramp or adds at on ramp; U.S. 50 = U.S. Highway 50; Blank = ramp does not exist under this alternative
[1] Density in passenger cars per mile per lane for merge/diverge analysis only.
[2] LOS computed for the merge/diverge/weave analysis consistent with *Highway Capacity Manual* (HCM) 2000 methodologies.
[3] Where an auxiliary lane begins at an on ramp (as an add lane) or where an auxiliary lane end at an off ramp (as an add lane)
Bold indicates deficiency where calculation indicates that demand exceeds capacity. Shaded areas indicate impact.
Source: Data provided by DKS Associates in 2010

The text of Table 3A.15-36 beginning on page 3A.15-125 is hereby revised as follows (the text changes are only found in the "Lanes" column and are shown in yellow highlight):

Table 3A.15-36
Roadway Segment Levels of Service — Cumulative (2030) Conditions - Sacramento County – With Mitigated Transportation Network

Roadway Segment	Lanes	No Project			Proposed Project			Proposed Project With Mitigated Transportation Network		
		Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
1. Folsom Blvd — Sunrise Blvd to Mercantile Drive	4	31,900	0.89	D	32,000	0.89	D	31,700	0.88	D
2. Folsom Blvd — Mercantile Drive to Hazel Avenue	4	22,700	0.63	B	23,200	0.64	B	22,700	0.63	B
3. Folsom Blvd — Hazel Avenue to Aerojet Road	4	8,000	0.22	A	8,900	0.25	A	8,500	0.24	A
4. Folsom Blvd — Aerojet Road to U.S. 50	4	26,300	0.73	C	25,400	0.71	C	25,400	0.71	C
5. Grant Line Road—White Rock Road to Century Road	4 – 4 – 6	57,600	**1.44**	**F**	65,100	**1.63**	**F**	60,200	**1.00**	**F**
6. Grant Line Road— Century Road to Douglas Road	4 – 4 – 6	55,500	**1.39**	**F**	62,000	**1.55**	**F**	71,500	**1.19**	**F**
7. Grant Line Road—Douglas Road to Kiefer Road	4 – 4 – 6	57,000	**1.58**	**F**	60,800	**1.69**	**F**	70,100	**1.17**	**F**
8. Grant Line Road— Kiefer Road to SR Jackson Road (SR16)	4 – 4 – 6	37,600	**1.04**	**F**	39,500	**1.10**	**F**	43,300	0.72	C
9. Grant Line Road — Jackson Road (SR16) to Sunrise Blvd	4 – 4 – 6	37,000	**1.03**	**F**	38,600	**1.07**	**F**	40,900	**1.02**	**F**
10. Hazel Avenue — Greenback Lane to Madison Avenue	6	56,300	**1.04**	**F**	56,800	**1.05**	**F**	57,000	**1.06**	**F**
11. Hazel Avenue — Madison Avenue to Curragh Downs Drive	6	76,700	**1.42**	**F**	78,900	**1.46**	**F**	79,000	**1.46**	**F**
12. Hazel Avenue — Curragh Downs Drive to Gold Country Blvd[1]	6	88,000	**1.47**	**F**	91,300	**1.52**	**F**	91,400	**1.52**	**F**
13. Hazel Avenue — Gold Country Blvd to U.S. 50 westbound ramp	6	91,100	**1.52**	**F**	94,800	**1.58**	**F**	94,900	**1.58**	**F**
14. Jackson Road (SR-16) — Grant Line Road to Dillard Road	2	13,200	0.58	D	12,900	0.56	D	12,800	0.56	D
15. Jackson Road (SR-16) — Dillard Road to Rancho Murieta Parkway	2	16,400	0.72	E	16,500	0.72	E	15,900	0.69	E
16. Prairie City Road —U.S. 50 eastbound ramp to Easton Valley Parkway	4 – 6 – 6	35,700	0.99	E	39,500	0.73	C	41,200	0.76	C
17. Prairie City Road —Easton Valley Parkway to White Rock Road	2 – 4 – 4	25,100	**1.39**	**F**	37,200	**1.03**	**F**	40,600	**1.13**	**F**
18. Scott Road (West) — White Rock Road to Latrobe Road	2	3,900	0.23	C	5,700	0.34	C	5,100	0.30	C
19. Stonehouse Road — Latrobe Road to Jackson Road (SR-16)	2	5,700	0.34	C	7,400	0.44	D	6,900	0.41	D
20. Sunrise Blvd — Jackson Road (SR 16) to Grant Line Road	6	22,300	0.62	B	22,500	0.63	B	22,800	0.63	B
21. White Rock Road— Ranch Cordova City Limit to Grant Line Road	4	15,800	0.44	A	19,900	0.55	A	23,500	0.65	B
22. White Rock Road—Grant Line Road to Prairie City Road	4 – 4 – 6	74,300	**1.86**	**F**	85,800	**2.15**	**F**	80,200	**1.34**	**F**
23. White Rock Road— Prairie City Road to Scott Road (West)	4 – 5 – 6	67,100	**1.68**	**F**	69,800	**1.40**	**F**	59,800	1.00	E
24. White Rock Road— Scott Road (West) to Oak Avenue Parkway	4 – 5 – 6	52,400	**1.31**	**F**	56,500	**1.13**	**F**	56,600	0.94	E
25. White Rock Road— Oak Avenue Parkway to Scott Road (East)	4 – 5 – 6	52,400	**1.31**	**F**	59,800	**1.20**	**F**	58,200	0.97	E
26. White Rock Road— Scott Road (East) to Placerville Road	4 – 5 – 6	29,500	0.74	C	30,300	0.61	B	37,300	0.62	B
27. White Rock Road— Placerville Road to Empire Ranch Road	4 – 5 – 6	34,500	0.86	D	38,000	0.76	C	46,900	0.78	C
28. White Rock Road— Empire Ranch Road to Carson Crossing Road	6	34,500	0.86	D	49,300	0.99	E	24,500	0.41	A
29. Hazel Avenue — Folsom Blvd connector to Easton Valley Parkway	6	17,600	0.33	A	19,000	0.35	A	18,800	0.35	A
30. Easton Valley Parkway — Hazel Avenue to Aerojet Road	6	31,300	0.58	A	34,200	0.63	B	33,500	0.62	B
31. Easton Valley Parkway — Aerojet Road to Alabama Avenue	6	19,600	0.36	A	27,300	0.51	A	26,800	0.50	A
32. Easton Valley Parkway — Alabama Avenue to Glenborough Road	6	15,400	0.29	A	23,700	0.44	A	23,000	0.43	A
33. Easton Valley Parkway — Glenborough Road to Prairie City Road	6	16,700	0.31	A	28,000	0.52	A	27,700	0.51	A
34. Empire Ranch Road — White Rock Road to Carson Crossing Road	0 – 0 – 4	NA	NA	NA	NA	NA	NA	40,000	**1.00**	**F**

Notes: LOS = level of service; SR = State Route; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity
Lanes: Cumulative No Project – Cumulative Plus Project (or alternative) - Cumulative Plus Project with Mitigated Network
Bold indicates deficiency. Shaded areas indicate impact.
Source: Data provided by DKS Associates in 2010

The text under Mitigation Measure 3A.15-4p on page 3A.15-110 is hereby revised as follows:

Implementation: ~~California Department of Transportation~~ Sacramento County Department of Transportation

Enforcement: ~~California Department of Transportation~~ Sacramento County Department of Transportation

If ~~Caltrans and~~ Sacramento County implements the improvements, the impact would be reduced to a less-than-significant.

Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-4t on page 3A.15-114 is hereby revised as follows:

Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department

Enforcement: ~~California Department of Transportation.~~ City of Folsom Public Works Department

If ~~Caltrans~~ the City of Folsom Public Works Department implements the improvements, the impact would be reduced to a less-than-significant.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-4u on page 3A.15-115 is hereby revised as follows:

Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department

Enforcement: ~~California Department of Transportation.~~ City of Folsom Public Works Department

If ~~Caltrans~~ the City of Folsom Public Works Department implements the improvements, the impact would be reduced to a less-than-significant.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-4v on page 3A.15-116 is hereby revised as follows:

Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department

Enforcement: ~~California Department of Transportation.~~ City of Folsom Public Works Department

If ~~Caltrans~~ the City of Folsom Public Works Department implements the improvements, the impact would be reduced to a less-than-significant.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-4w on page 3A.15-117 is hereby revised as follows:

Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department

Enforcement: ~~California Department of Transportation.~~ City of Folsom Public Works Department

If ~~Caltrans~~ the City of Folsom Public Works Department implements the improvements, the impact would be reduced to a less-than-significant.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-4x on page 3A.15-118 is hereby revised as follows:

Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department

Enforcement: ~~California Department of Transportation.~~ City of Folsom Public Works Department

If ~~Caltrans~~ the City of Folsom Public Works Department implements the improvements, the impact would be reduced to a less-than-significant.

City of Folsom Public Works Department will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

The text under Mitigation Measure 3A.15-4y on page 3A.15-119 is hereby revised as follows:

Implementation: ~~California Department of Transportation~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

Enforcement: ~~California Department of Transportation.~~ City of Folsom Public Works Department and Sacramento County Department of Transportation

If ~~Caltrans~~ the City of Folsom Public Works Department and Sacramento County Department of Transportation implements the improvements, the impact would be reduced to a less-than-significant level.

City of Folsom Public Works Department and Sacramento County Department of Transportation will be responsible for funding of this improvement while Caltrans oversight is required for the design/approval of an appropriate improvement.

SECTION 3B.15 "TRAFFIC AND TRANSPORTATION - WATER"

The text of Impact 3B.15-4 on page 3B.15-11 is hereby revised as follows:

Access to driveways and to cross-streets along the pipeline construction route ~~w~~could be temporarily blocked due to trenching and paving operations during construction of the Off-site Water Facilities. This could be disruptive, particularly with respect to agricultural operations as well as for movement of emergency vehicles through the Off-site Water Facilities Study Area. However, the City would be required to apply for an encroachment permit from adjacent jurisdictions and implement the conditions set for therein. Section 6-13.03, Passage of Emergency Vehicles, of the County Standard Construction is a mandatory provision in the encroachment permits for Sacramento County and the City of Rancho Cordova and requires the provision and coordination of emergency access. Vehicle access would be restored at the end of each work day through the use of steel trench plates or trench backfilling. Any effect on ~~E~~emergency vehicle access to the residences in the immediate vicinity of the Off-site Water Facilities would be temporary and have a minimal potential for being impeded and, if in the unlikely event access is affected, the delay would be less than ~~for~~ a few minutes. Construction-related vehicles would yield to emergency vehicles, as necessary. Based on these considerations, the direct impact is considered less than significant. No long-term, indirect impacts would result. ***[Similar]***

SECTION 3A.16, "UTILITIES AND SERVICE SYSTEMS"

The last sentence of the first paragraph under "Wastewater Collection and Treatment" on page 3A.16-1 is hereby revised as follows:

> Existing and proposed on- and off-site facilities are shown in Exhibit ~~2-9~~ 2-8 in Chapter 2, "Alternatives."

The first paragraph under "Wastewater Collection" on page 3A.16-1 is hereby revised as follows:

> Sanitary-sewer service for approximately 3,313 acres of the SPA would be provided by SRCSD and the City of Folsom, and SRCSD would provide off-site interceptor conveyance and sanitary sewer treatment and disposal for this portion of the SPA. SRCSD is responsible for collection by interceptors (sanitary sewers that are designed to carry flows in excess of 10 million gallons per day [mgd]) and for wastewater treatment in Sacramento County. This district owns, operates, and is responsible for the ~~public collection, trunk, and~~ interceptor sewer systems throughout Sacramento County as well as the Sacramento Regional Wastewater Treatment Plant (SRWTP) located south of the community of Freeport.

The fifth paragraph under "Wastewater Collection" on page 3A.16-1 is hereby revised as follows:

> The Proposed Project Alternative would connect to ~~an existing 24-inch force main located within Iron Point Road north of U.S. 50 downstream of the existing Folsom East 3B Pump Station~~ the Folsom South Pump Station and the 24-inch Folsom South Force Main. Exhibit 2-9 illustrates the location of this off-site connection. ~~The existing 24-inch force main is currently a dry pipeline and was constructed as part of the Folsom East Interceptor for future use by the Proposed Project Alternative. The existing 24-inch force main runs parallel to the Folsom East 3B 18-inch force main, and these~~ This force main~~s~~ travels west in Iron Point Road to the intersection of Iron Point Road and McAdoo Road, where ~~they~~ it connects to the Folsom East Interceptor Section 3A 36-inch gravity sewer pipe.

The last sentence of the first full paragraph on page 3A.16-2 is hereby revised as follows:

> However, flows to the SRWTP have since decreased ~~and there is currently 40 mgd of available capacity within the 181 mgd~~.

The second paragraph under the heading "Wastewater Treatment" on page 3A.16-2 is hereby revised as follows:

> Wastewater conveyed to the SRWTP is treated to a secondary level and is ultimately discharged into the Sacramento River. The SRWTP has a National Pollutant Discharge Elimination System (NPDES) permit issued by the Central Valley Regional Water Quality Control Board (RWQCB) for discharge of up to 181 mgd of treated effluent into the Sacramento River. SCRSD certified the *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan Final Environmental Impact Report* (SRCSD 2004) (SCH No. 2002052004) in June 2004. The adequacy of the EIR has been challenged, and the case is pending review in the 3rd District Court of Appeal. The Court of Appeal could overturn or uphold the Superior Court's determination in whole or in part. The Court of Appeal has not yet issued its own ruling, and it would be speculative to predict the outcome. ~~However, a decision by the court is expected in 2010 (~~*~~s~~See Contra Costa Water District v. Sacramento County Regional Sanitation District*, appellate case number C058460, available at http://appellatecases.courtinfo.ca.gov/search/case/mainCaseScreen.cfm?dist=3 &doc_id=1202308&doc_no=C058460&search=number&start=1&query_caseNumber=C058460~~)~~. Significant impacts were identified in the EIR, and a summary of the environmental impacts have been incorporated by reference and are summarized in this section as they relate to the contributions to the potential need for expansion of the SRWTP by the project.

A new sentence is hereby added following third paragraph under "Wastewater Treatment" on page 3A.16-3:

The most recent expansion of the WWTP included construction of two equalization tanks along the northern portion of the facility.

The fourth paragraph under "Wastewater Treatment" on page 3A.16-3 is hereby revised as follows:

Treated effluent from the El Dorado Hills WWTP is discharged to Carson Creek under standards established by the Central Valley RWQCB. ~~A portion of the effluent from the El Dorado Hills WWTP is pumped into the 1.0-million-gallon "960" storage tank south of the treatment plant. Flow are pumped from the 960 storage tank to the Silva Valley booster pump station, which pumps a maximum of 3,900 gpm, and the 2.0-million-gallon "Village C" storage tank and booster pump station, which pumps a maximum of 2,600 gpm (HDR Engineering 2002:2-4). These booster pump stations provide reclaimed water for urban irrigation in the Serrano development and two golf courses. During the summer, there is sufficient recycled water demand that no flow is discharged to Carson Creek (HDR Engineering 2001:1-1.) See Section 3A.18, "Water Supply," for additional information on reclaimed water supply and uses.~~

The bullet list on ppage 3A.16-5 and 3A.16-6 is hereby revised as follows:

- A 69-kV overhead single-circuit sub-transmission line located in the ~~south-central~~ western portion of the SPA. This sub-transmission line travels south within the electrical transmission corridor described above through the SPA for approximately 2,100 feet then turns west ~~onto~~ toward Prairie City Road.

- A 69-kV single-circuit sub-transmission line that extends south along Prairie City Road until it reaches the point where the road curves west. The sub-transmission line continues south approximately 7,700 feet along the west side of Prairie City Road to White Rock Road.

- A 69-kV single-circuit sub-transmission line that extends south from U.S. 50 on the east side of Placerville Road where it terminates just within the SPA.

- A 12-kV overhead transmission distribution line that extends north from White Rock Road along the east side of Placerville Road where it terminates with service facilities on U.S. 50.

- A 12-kV overhead distribution line that extends east along White Rock Road from Prairie City Road to Placerville Road.

- A 12-kV overhead distribution line approximately 5,700 feet east of Prairie City Road that extends north from White Rock Road into the south-central portion of the SPA.

The third paragraph under "California Building Efficiency Standards" on page 3A.16-8 is hereby revised as follows:

~~In addition, the 2008 California Building Code (Part 11 of Title 24) standards were adopted on July 1, 2008 and became effective on August 1, 2009. This code~~ Title 24 of the California Code of Regulations was developed in part to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. It is the intent of this code to encourage green buildings to achieve to achieve more than a 15% reduction in energy usage when compared to existing standards, to reduce indoor potable water demand by 20%, to reduce landscape water usage by 50%, and to reduce construction waste by 50%.

The third full paragraph on page 3A.16-14 is hereby revised as follows:

- Sewer flows from the SRCSD service area would be conveyed to the Folsom South Pump Station north of Easton Valley Parkway and approximately 1,500 feet west of Oak Avenue. From the Folsom

South Pump Station, the project would construct an off-site force main to convey flows to ~~an~~ the existing SRCSD 24-inch Folsom South Force Main (a portion of which has already been constructed and is located west of the Iron Point Lift Station, within the Broadstone Park Professional Center property.) ~~force main located within Iron Point Road, north of U.S. 50, and downstream of the existing Folsom East 3B Pump Station~~ (see Impact 3A.16-3).

The third sentence in the first paragraph under Mitigation Measure 3A.16-4 on page 3A.16-24 is hereby revised as follows:

EID off-site wastewater conveyance infrastructure sufficient to provide adequate service to project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, and before issuance of occupancy permits, or their financing shall be ensured to the satisfaction of the City.

The third sentence of the third paragraph under the discussion of the No USACE Permit (NCP) Alternative for Impact 3A.16-5 is hereby revised as follows:

The SPA was not included in the planned future capacity of the El Dorado Hills WWTP; therefore, the No USACE Permit Alternative would potentially result in increased in wastewater flows that exceed treatment plant capacity. Any improvements the treatment plant would require additional analysis in a separate CEQA document to identify specific impacts and any required mitigation measures. Potential impacts that could result from improvements to the El Dorado Hills WWTP are described ~~above~~ on the following page under the discussion of Proposed Project (PP) impacts. …

The last sentence of the first paragraph of Impact 3A.16-8 on page 3A.16-33 is hereby revised as follows:

SMUD concurs with this assessment; however, SMUD has calculated the worst-case scenario as increasing electrical demand by a total of ~~120~~ 102 MVA (Capitol Utilities Specialists 2009:5; Kim, pers. comm., 2009).

The second and third paragraphs of the discussion of Impact 3A.16-8 under the No USACE Permit Alternative on page 3A.16-33 are hereby revised as follows:

- SMUD ~~currently has existing the capacity to~~ can serve the project ~~from its electrical distribution system north of U.S. 50~~ but would require additional electrical facilities ~~to serve the project. To serve the remainder of the SPA, SMUD~~ and has determined that a minimum of three distribution substations would be required to serve project development as described above (Kim, pers. comm., 2009). The on-site service lines would be sized to meet the demands of project development, and public utility easements would be dedicated for all underground facilities. ~~SMUD would extend lines and construct~~ Electrical facilities would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations to serve the SPA concurrently with development phases, and the location of this infrastructure would be identified in the final project design. As part of the project approval process, the project applicants of all project phases would coordinate with and meet the requirements of SMUD regarding the extension and locations of on-site infrastructure.

- The proposed electrical-utility improvements would be required to comply with all existing City and SMUD requirements, and applicable requirements of the California Building Standards Code. Because SMUD would meet the electrical demands of the No USACE Permit Alternative and ~~provide~~ new electrical infrastructure ~~to the SPA~~ would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations, this **direct** impact is **less than significant**. The **indirect** physical impacts of constructing these facilities are addressed throughout this EIR/EIS in connection with discussions of the impacts of overall site development. ***[Lesser]***

The discussion of Impact 3A.16-8 under the Proposed Project Alternative on pages 3A.16-33 and 3A.16-34 is hereby revised as follows:

Implementation of the Proposed Project Alternative would increase electrical demand in the SPA. Electrical service in Folsom is provided by SMUD through 473 miles of transmission lines (110 kV or more) and 9,784 miles of distribution lines (typically 12 kV). As shown on Table 3A.16-5, buildout of the Proposed Project Alternative would increase in electrical demand in the SMUD service area by an average of 39.7 MVA with and a peak demand of 87.3 MVA (Capitol Utilities Specialists 2009:4). SMUD concurs with ~~this assessment~~ the estimated demand; however, SMUD has calculated the worst-case scenario based on acreage and proposed land uses as increasing electrical demand by a total of ~~120~~ 102 MVA (Capitol Utilities Specialists 2009:5; Kim, pers. comm., 2009).

SMUD currently has the following electrical infrastructure on and in the vicinity of the SPA: a 69-kV overhead single-circuit sub-transmission line located in the south-central portion of the SPA, a 69-kV single-circuit sub-transmission line that extends south and west along Prairie City Road until it reaches White Rock Road, a 69-kV single-circuit sub-transmission line that extends south from U.S. 50 on the east side of Placerville Road where it terminates just within the SPA, ~~and~~ a 12-kV overhead ~~transmission~~ distribution line that extends north from White Rock Road along the east side of Placerville Road to U.S. 50, a 12-kV overhead distribution line that extends east along White Rock Road from Prairie City Road to Placerville Road, and a 12-kV overhead distribution line approximately 5,700 feet east of Prairie City Road that extends north from White Rock Road into the south-central portion of the SPA.

SMUD ~~currently has existing the capacity to~~ can serve the project ~~from its electrical distribution system north of U.S. 50~~ but would require additional electrical facilities ~~to serve the project. To serve the remainder of the SPA, SMUD~~ and has determined that a minimum of three distribution substations would be required to serve the proposed development (Kim, pers. comm., 2009). These substations would be located in the vicinity of Easton Valley Parkway and Rowberry Drive, near the intersection of White Rock Road and Scott Road, and along Placerville Road just north of Easton Valley Road. However, the locations are based on preliminary information and are subject to change if electrical demands change or land uses are revised. Each substation would have two 25 MVA and eight underground 12-kV mainline circuits. Electrical distribution feeders would extend from these substations to serve the SPA (Capitol Utility Specialists 2009:4).

A new 69-kV overhead sub-transmission line would be constructed along Placerville Road from U.S. 50 to White Rock Road. Additional overhead sub-transmission lines may be required depending on the location of the distribution substations (Kim, pers. comm., 2009). ~~SMUD would install new electrical mainline facilities and underground the existing 12-kV overhead transmission line~~ Electrical facilities would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations concurrently with improvements to White Rock Road (Capitol Utility Specialists 2009:3). ~~SMUD would conduct a separate CEQA analysis to analyze specific impacts and identify any required mitigation measures for construction and operation of new off-site electrical facilities~~

The on-site service lines would be sized to meet the demands of project development, and public utility easements would be dedicated for all underground facilities. SMUD would extend lines and construct facilities to serve the SPA concurrently with development phases, and the location of this infrastructure would be identified in the final project design. As part of the project approval process, the project applicant(s) of all project phases would coordinate with and meet the requirements of SMUD regarding the extension and locations of on-site infrastructure (as more fully described in Chapter 2, "Alternatives").

The proposed electrical-utility improvements would be required to comply with all existing City and SMUD requirements, and applicable requirements of the California Building Standards Code. Because SMUD would meet the electrical demands of the Proposed Project Alternative and ~~provide~~ new electrical infrastructure ~~to the SPA~~ would be designed and constructed in accordance with SMUD's Standards and

Rules and Regulation, this **direct** impact is **less than significant**. The **indirect** physical impacts of constructing these facilities are addressed throughout this FEIR/FEIS in connection with discussions of the impacts of overall site development.

The second and third paragraphs of the discussion of Impact 3A.16-8 under the Resource Impact Minimization Alternative on pages 3A.16-34 and 3A.16-35 are hereby revised as follows:

SMUD ~~currently has existing the capacity to~~ can serve the project ~~from its electrical distribution system north of U.S. 50~~ but would require~~s~~ additional electrical facilities ~~to serve the project. To serve the remainder of the SPA, SMUD~~ and has determined that a minimum of three distribution substations would be required to serve the project development, as described above (Kim, pers. comm., 2009). The on-site service lines would be sized to meet the demands of project development, and public utility easements would be dedicated for all underground facilities. ~~SMUD would extend lines and construct~~ Electrical facilities would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations to serve the SPA concurrently with development phases, and the location of this infrastructure would be identified in the final project design. As part of the project approval process, the project applicants of all project phases would coordinate with and meet the requirements of SMUD regarding the extension and locations of on-site infrastructure.

The proposed electrical-utility improvements would be required to comply with all existing City and SMUD requirements, and applicable requirements of the California Building Standards Code. Because SMUD would meet the electrical demands of the Resource Impact Minimization Alternative and ~~provide~~ new electrical infrastructure ~~to the SPA~~ would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations, this **direct** impact ~~is~~ would be **less than significant**. The **indirect** physical impacts of constructing these facilities are addressed throughout this FEIR/FEIS in connection with discussions of the impacts of overall site development. ***[Lesser]***

The second and third paragraphs of the discussion of Impact 3A.16-8 under the Centralized Development Alternative on page 3A.16-35 are hereby revised as follows:

SMUD ~~currently has existing the capacity to~~ can serve the project ~~from its electrical distribution system north of U.S. 50~~ but would require~~s~~ additional electrical facilities ~~to serve the project. To serve the remainder of the SPA, SMUD~~ and has determined that a minimum of three distribution substations would be required to serve the project development, as described above (Kim, pers. comm., 2009). The on-site service lines would be sized to meet the demands of project development, and public utility easements would be dedicated for all underground facilities. ~~SMUD would extend lines and construct~~ Electrical facilities would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations to serve the SPA concurrently with development phases, and the location of this infrastructure would be identified in the final project design. As part of the project approval process, the project applicants of all project phases would coordinate with and meet the requirements of SMUD regarding the extension and locations of on-site infrastructure.

The proposed electrical-utility improvements would be required to comply with all existing City and SMUD requirements, and applicable requirements of the California Building Standards Code. Because SMUD would meet the electrical demands of the Centralized Development Alternative and ~~provide~~ new electrical infrastructure ~~to the SPA~~ would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations, this **direct** impact ~~is~~ would be **less than significant**. The **indirect** physical impacts of constructing these facilities are addressed throughout this FEIR/FEIS in connection with discussions of the impacts of overall site development. ***[Greater]***

The second and third paragraphs of the discussion of Impact 3A.16-8 under the Reduced Hillside Development Alternative on pages 3A.16-35 and 3A.16-36:

SMUD ~~currently has existing capacity to serve the project from its electrical distribution system north of U.S. 50~~ can serve the project but would requires additional electrical facilities ~~to serve the project. To serve the remainder of the SPA, SMUD~~ and has determined that a minimum of three distribution substations would be required to serve project developed as described above (Kim, pers. comm., 2009). The on-site service lines would be sized to meet the demands of project development, and public utility easements would be dedicated for all underground facilities. ~~SMUD would extend lines and construct~~ Electrical facilities would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations to serve the SPA concurrently with development phases, and the location of this infrastructure would be identified in the final project design. As part of the project approval process, the project applicants of all project phases would coordinate with and meet the requirements of SMUD regarding the extension and locations of on-site infrastructure.

The proposed electrical-utility improvements would be required to comply with all existing City and SMUD requirements, and applicable requirements of the California Building Standards Code. Because SMUD would meet the electrical demands of the Reduced Hillside Development Alternative and ~~provide~~ new electrical infrastructure ~~to the SPA~~ would be designed and constructed in accordance with SMUD's Standards and Rules and Regulations, this **direct** impact ~~is~~ would be **less than significant**. The **indirect** physical impacts of constructing these facilities are addressed throughout this FEIR/FEIS in connection with discussions of the impacts of overall site development. ***[Greater]***

SECTION 3B.16, "UTILITIES AND SERVICE SYSTEMS"

The first two paragraphs on page 3B.16-2: are hereby revised as follows

SANITARY SEWER COLLECTION

Sanitary sewer collection and treatment service within eastern portions of Sacramento County, including the City, is provided by the Sacramento Regional County Sanitation District (SRCSD) and its cooperating agency Sacramento Area Sewer District (SASD), formerly County Sanitation District No. 1 (CSD-1). SASD and the Cities of Elk Grove, Folsom, Sacramento, and West Sacramento provide local sewer collection services, while SRCSD is responsible for conveyance from these local agencies to the regional treatment plant and wastewater treatment. The current SASD service area is approximately 286 square miles with more than 2,700 miles of sewer lines and serves over 950,000 people (CSD-1 2006). Zone 4 of the "Water" Study Area traverses the Aerojet Trunk Shed, which is served by the Folsom East and Aerojet Interceptors. These interceptors connect into the Bradshaw Interceptor, which conveys wastewater to the Sacramento Regional Wastewater Treatment Plant, west of Elk Grove, south of Sacramento.

The 2006 SASD Draft Master Plan Update (master plan) identifies the need for several new sewers in the vicinity of Zone 4 of the "Water" Study Area, including a new trunk line to serve the Aerojet property SRCSD is also proposing the ~~upgrade~~ installation of the Mather Interceptor along Douglas Road and Sunrise Boulevard.

The second paragraph on page 3B.16-5 is hereby revised as follows:

This analysis provides an evaluation of the potential impacts to existing utilities and service systems based on actions outlined in Chapter 2, "Alternatives." Findings and conclusions presented in the impact analysis are based on foreseeable changes to existing conditions as result of the Off-site Water Facilities and the significance criteria presented above. Given that implementation of the Off-site Water Facility Alternatives involves the construction of water supply conveyance and treatment facilities, the "B," or "Water" sections of Chapter 3 provide a comprehensive analysis of the range of potential environmental effects of the Off-site Water Facility Alternatives currently under consideration. The evaluation of

potential operational impacts to the CVP as a result of the Off-site Water Facility Alternatives is based on the assumptions contained on page 3-2, "Approach to the Environmental Analysis."

The second paragraph on page 3B.16-8 is hereby revised as follows:

Potential impacts to SCWA as a result of a reduced conveyance capacity within the Freeport Project would be minimized through the execution and implementation by the City and SCWA of a Delivery Agreement in compliance with the terms of the MOU between the City and SCWA. Such a Delivery Agreement will be necessary before the City can use any portion of the Freeport Project's capacity. Even though the MOU is a non-binding agreement, without it the Off-site Water Facility Alternatives could not occur. For this reason, direct and indirect operational impacts to SCWA would be less than significant.

SECTION 3B.17 "GROUNDWATER RESOURCES – WATER"

The first paragraph under Analysis Methodology on page 3B.17-9 is hereby revised as follows:

The potential impacts of the Off-site Water Facilities to groundwater resources were evaluated in terms of potentially foreseeable changes in groundwater levels and groundwater quality in the context of the assumptions outlined and described on page 3-2, "Approach to the Environmental Analysis." Results for groundwater levels with and without the Off-site Water Facilities were compared for groundwater basins underlying the Off-site Water Facilities Study Area to determine the potential for both regional and local impacts or benefits. In evaluating the potential changes to groundwater levels or storage resulting from implementation of one of the Off-site Water Facility Alternatives, the City used the sustainable yields and demand projections established for the Northern and Central Sacramento County Groundwater Basin Management Plans by the WFA (SGA, 2003; CSCGMP, 2006). In evaluating the effects of the Off-site Water Facility Alternatives of SCWA in terms of a reduced surface water diversion and conveyance capacity within the Freeport Project, the City assumed that SCWA would compensate for this reduction through supplemental groundwater pumping from the Sacramento County central groundwater subbasin.

SECTION 3A.18, "WATER SUPPLY - LAND"

The first paragraph on page 3A.18-8 is hereby revised as follows:

As described in Chapter 2, "Alternatives" the "Water" portion of the project takes the form of a series of Off-site Water Facility Alternatives in conjunction with development of the SPA to supply the projected water demands through build-out. These Off-site Water Facility alternatives each would involve the construction of new water conveyance and treatment facilities. The environmental effects of the Off-site Water Facility Alternatives are evaluated at an equal level of detail throughout the Chapter 3 in the "Water – B" analysis and are summarized in the Executive Summary Table ES-2 and, therefore, are not revisited here. Assumptions applied for the operation of the Off-site Water Facility Alternatives are outlined and described on page 3-2, "Approach to the Environmental Analysis."

The last sentence on page 3A.18-8 is hereby revised as follows:

The ~~No Federal Action~~ No USACE Permit Alternative normal-year water demand would be 1,224 AFY and single-dry and multiple-dry years would be 1,247 AFY less than the Proposed Project Alternative.

The first sentence on page 3A.18-10 is hereby revised as follows:

Based on the above analysis and as shown in Table 3.18-5, the City's proposed water supply, which is based on an assignment from NCMWC, is sufficient to meet projected water demands under the ~~No Federal Action~~ No USACE Permit Alternative in normal and critically dry years.

The text under Mitigation Measure 3A.18-2a on page 3A.18-21 is hereby revised as follows:

Mitigation Measure 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.

Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) ~~of all project phases~~ for 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 map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.

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

The text under Mitigation Measure 3A.18-2b on page 3A.18-22 is hereby revised as follows:

Mitigation Measure 3A.18-2b: Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).

If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.

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

The third sentence of the fourth paragraph on page 3A.18-32 is hereby revised as follows:

Groundwater pumped from the wells could affect existing ~~irrigation~~ private wells, wells operated within SCWA's North Vineyard Well Field, and nearby wells planned by SCWA, potentially reducing pumping performance and resulting in increased energy consumption due to an increase in required pumping lift.

The first paragraph on page 3A.18-41 under "Water Supply Option 2 - Conclusion" is hereby revised as follows:

If the City were to acquire water supplies from one or more CVP settlement contractors, the impacts would be very similar to the Off-site Water Facility Alternatives because the City operations and facilities would be very similar. One impact that might be greater with this option would be impacts to groundwater in the transferor's service area, due to the potential for the ~~Because~~ transferring entity to ~~might~~ replace the transferred supply ~~it~~ with groundwater pumping. In addition, the extent to which transfers by other CVP contractors might affect sensitive species such as giant garter snake is unknown. Further, negotiations with other CVP settlement contractors that occurred concurrently with NCMWC did not yield a willing seller and willing buyer agreement similar to that of the SFP Agreement. Finally, water transfers by Sacramento River senior water-right holders are controversial with upslope groundwater

users, who may experience more substantial groundwater-level declines as a result of supplemental groundwater pumping within the service area of the transfer entities.

The third paragraph on page 3A.18-46 under "Water Supply Option 3 - Conclusion" is hereby revised as follows:

In light of the fact that the City is currently developing its strategy for complying with 2009 water conservation legislation, the City currently cannot estimate the yield of conservation measures or identify specifically what actions it would need to take to implement those measures. The City's current leak detection program remains ongoing and the data currently available in terms of specific infrastructure improvements to eliminate existing leaks is insufficient to enable use for environmental review. Accordingly, the City is unable to determine the extent to which a conservation program could satisfy the SPA's water demands or on what schedule such a program might be able to accommodate those demands. Further, because of these uncertainties, the City ~~therefore~~ has not determined how Measure W would apply to such a conservation program. ~~or the extent to which such a program could satisfy water demands in the Folsom SPA~~

CHAPTER 4, "OTHER STATUTORY REQUIREMENTS"

The text of the second sentence in the second full paragraph on page 4-21 is hereby revised as follows:

Increased urban development would also lead to increased nighttime light and glare, and daytime glare, in the region and more limited views of the night sky and skyglow effects.

The text of the third full paragraph on page 4-21 is hereby revised as follows:

Assessment of visual quality is a subjective matter and reasonable people may differ as to the aesthetic value of undeveloped grasslands and oak woodlands, and whether development of urban uses in the plan area would constitute a substantial degradation of the existing visual character or quality of the site and its surroundings. Given the large scale of this urban development and the rural nature of its setting, the impacts on visual resources from implementation of the "Land" portion of the project are significant. Although design, architectural, development, and lighting standards are included to ensure that urban development in the plan area and region remains within certain aesthetic guidelines, there is no mechanism to allow implementation of the "Land" portion of the project and the related projects while avoiding the conversion of open space to urban development. Therefore, the change of views in the project region to urban land uses and the associated increase in nighttime light and daytime and nighttime glare are cumulatively significant and unavoidable impacts. In addition, the incremental contribution of the "Land" portion of the project to these impacts is cumulatively considerable (i.e., significant in and of itself).

The following text revisions are hereby added following the fourth full paragraph on page 4-24:

East Sacramento Regional Aggregate Mining Truck Management Plan

When the Draft EIR/EIS was published in June 2010, the City of Folsom had been participating in a series of meetings with the County of Sacramento, the City of Rancho Cordova, representatives of Teichert and other quarry applicants with mining proposals before the County, and other participants aimed at resolving concerns about the routes and amounts of truck traffic that would be generated by the quarries. That process came to be known as the East Sacramento Regional Aggregate Mining Truck Management Plan ("TMP"). At that time, the participants in the TMP meetings had not yet reached consensus regarding truck routes through the SPA and adjoining areas, analysis methodology, or other important issues necessary to develop a definite, final TMP/

In November 2010, the Sacramento County Board of Supervisors approved various entitlements for the proposed Teichert quarry project in the south-eastern portion of Sacramento County, including a development agreement. The development agreement notes the ongoing participation of the Cities of Folsom and Rancho Cordova, the County and other interested parties in the development of the TMP and acknowledges that the Board will first have to comply with CEQA before adopting a TMP. The development agreement also commits Teichert to complying with any truck routing redistribution measures contained within any adopted TMP and requires Teichert to contribute its fair share toward the funding of such a program, including measures pertaining to air quality and noise. (Teichert Quarry Development Agreement, Section 2.4.5.A, page 14.)

The components of the TMP must include, at a minimum, the following:

- traffic solutions associated with routing quarry trucks so as maintain the "quality of life" in Folsom and Rancho Cordova;
- identification of truck haul routes within the SPA;
- phasing of improvements for the proposed haul routes;
- phasing of use of haul routes as development in the SPA proceeds; and
- a financing program for implementation of the TMP.

The TMP may also include, without limitation, one or more of the following components, which may be phased:

- diversion of US 50 bound trucks to Prairie City Road;
- construction of westerly vehicle lane(s) on Prairie City Road;
- construction of truck lane(s) and/or easterly vehicle lane(s) on Prairie City Road; or
- diversion of other truck traffic and/or other transportation improvements within the SPA.

The Teichert development agreement provides that Teichert shall not sell or transport by truck material directly from its Teichert Quarry facility, except by conveyer belt to its Grant Line facility, until the TMP is adopted. The development agreement also limits Teichert's annual sales of aggregate from its Grant Line facility until the TMP is adopted. The sales limitation is conditioned upon the City of Folsom's intent to include those portions of the TMP relating to the Folsom Plan Area Specific Plan, and any associated development agreement and environmental documentation. (Development Agreement, Section 2.4.5.B, pages 14-15.)

The Teichert development agreement and the statements of County staff and Supervisors indicate that the County intends, as the lead agency for the TMP, to prepare an environmental analysis pursuant to CEQA once a sufficient project description has been developed for the TMP, so that any potential impacts of implementing the plan can be fully and publicly considered before the plan is adopted. The development agreement sets April 12, 2011, as a target date for the completion of an agreed project description for the TMP. Once the project description is finalized, the County may begin preparation of its environmental analysis of the TMP.

As of the time of the completion of this FEIR/FEIS, the details and description of the TMP have not yet been completed. The City is not the lead agency for the purpose of implementing the majority of the components of a TMP. And, because the TMP's description at this point is abstract, and not yet stable and

finite, it would be too speculative at this point to include a meaningful analysis of the effects of implementation of the TMP. The TMP's project description is subject to change and additional important details of the plan still remain to be developed. For instance, the exact location of the truck haul routes and timing of implementation of the routes, which will be fixed based on the results of future study of the TMP components, have not yet been developed. In consideration of its good faith commitment to cooperate in the development and implementation of the TMP, the mitigation measures previously identified in the DEIR/DEIS to address the cumulative air quality and noise impacts associated with development of the SPA along with future quarry truck traffic through the plan area are being revised to rely upon the TMP as mitigation and ensure that when a TMP is adopted those portions of the TMP subject to City control will, in fact, be implemented. Accordingly, Cumulative Mitigation Measure Air-1-Land is hereby replaced with the following:

Cumulative Mitigation Measure Air-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.

The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)

Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive

Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.

As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:

- The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.

- A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:

    - Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.

    - Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).

    - To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:

- equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;

- use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;

- locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and

- develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.

To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.

Implementation: The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.

Timing: Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.

Enforcement: City of Folsom Community Development Department.

~~**Cumulative Mitigation Measure Air-1-Land: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.**~~

~~The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County of Sacramento. The City's authority to control the activities of the quarry trucks includes restrictions or actions that would be applicable within the City's jurisdictional boundaries. For example, the City could designate truck routes through the City consistent with California Vehicle Code section 21101(c), including truck routes in the Folsom South of U.S. 50 project area, so as to prohibit or limit quarry trucks' use of City roads adjacent to areas where projected truck traffic volumes would otherwise result in exposure of sensitive receptors to operational emissions of toxic air contaminants from quarry truck traffic and/or traffic safety hazards. If this approach is selected by the City, then prior to the approval of the first tentative subdivision map or any other discretionary project approval that would place sensitive receptors along any roads the quarry trucks could use to access U.S. 50, the City's traffic department and consultants shall analyze and propose to the City Council for approval designated truck routes from the quarries through City jurisdiction to access U.S. 50 that would allow a level of truck traffic that would avoid any potentially significant impact on sensitive receptors from toxic air contaminant emissions within the Folsom South of U.S. 50 project area, as well as any other existing or planned uses that would contain sensitive receptors, so as to ensure that the risk of cancer to sensitive receptors is no more than 296 in one million (or such different threshold of significance recommended by SMAQMD or ARB at the time, if any) as may be determined by a Health Risk Assessment (HRA) paid for by the applicant.~~

~~As an alternative to designating truck routes, the following measures could be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to reduce exposure of sensitive receptors to TACs generated by quarry truck traffic and are encouraged:~~

- ~~The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.~~

- ~~A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:~~

  - ~~Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.~~

  - ~~Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).~~

  - ~~To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:~~

    - ~~equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;~~

    - ~~use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;~~

    - ~~locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and~~

    - ~~Develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.~~

~~To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.~~

~~**Implementation:** The project applicant(s) of the Folsom South of 50 Specific Plan project.~~

~~**Timing:** Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.~~

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

The last sentence of the last paragraph on page 4-40 is hereby revised as follows:

Therefore, changes in downstream Sacramento River flow would be minor and would not conflict with other water management objectives (e.g. BDCP, OCAP, and CVPIA) or beneficial uses (e.g. cold water fisheries).

The last sentence of the first paragraph on page 4-41 is hereby revised as follows:

In the case of the Off-site Water Facility Alternatives, the change to an M&I delivery schedule would incrementally add to carryover storage in CVP reservoirs by reducing diversions in summer months and more evenly distributing demand throughout the year and adding to Shasta's carryover storage in September, October, and November.

The second paragraph on page 4-41 is hereby revised as follows:

Conceivably, if other water transfer projects or new diversions are proposed, they could contribute to some extent to further changes in Sacramento River flow.

The text in Table 4-8 beginning on page 4-48 is hereby revised as follows:

Table 4-8
Summary of Modeled Traffic Noise Levels of the "Land" Portion of the Project Under Future (2030) No Project and Future Plus Project Conditions, With Quarry Truck Trips

Roadway Segment	Between		Predicted Noise Level (dB L_{dn}/ CNEL) at Approximate Road Corridor Boundary												
			NP (Without Quarry Trucks)	With Quarry Trucks											
				NP	Δ in dB	PP	Δ in dB	RIM	Δ in dB	CD	Δ in dB	RHD	Δ in dB	NF	Δ in dB
City of Folsom															
Prairie City Road	Blue Ravine Road	Iron Point Road	72.0	73.2	1.2	73.6	**1.6**	73.6	**1.6**	73.7	**1.7**	73.7	**1.7**	73.6	**1.6**
Prairie City Road	Iron Point Road	U.S. 50	72.4	73.5	1.1	74.1	**1.7**	74.1	**1.7**	74.2	**1.8**	74.2	**1.8**	74.1	**1.7**
East Bidwell Street	Blue Ravine Road	Oak Avenue Parkway	74.2	75.1	0.9	75.3	1.0	75.3	1.1	75.4	1.2	75.4	1.2	75.4	1.2
East Bidwell Street	Oak Avenue Parkway	Broadstone Parkway	76.3	76.8	0.6	77.1	0.8	77.2	0.9	77.2	1.0	77.3	1.0	77.2	1.0
East Bidwell Street	Broadstone Parkway	Iron Point Road	75.9	76.5	0.6	77.0	1.1	77.2	1.3	77.3	1.3	77.3	1.4	77.2	1.3
East Bidwell Street	Iron Point Road	U.S. 50	76.7	77.2	0.5	77.8	1.1	78.1	1.4	78.3	**1.6**	78.4	**1.7**	78.2	**1.5**
Scott Road	U.S. 50	Easton Valley Parkway	71.7	76.9	**5.2**	77.2	**5.6**	77.2	**5.5**	77.7	**6.0**	77.8	**6.1**	77.4	**5.7**
Scott Road	Easton Valley Parkway	Road "A"	71.7	76.9	**5.2**	75.0	**3.3**	74.4	**2.8**	74.6	**3.0**	75.1	**3.5**	74.1	**2.5**
Scott Road	Road "A"	White Rock Road	71.7	76.9	**5.2**	74.2	**2.6**	74.8	**3.1**	74.8	**3.2**	75.0	**3.3**	74.7	**3.0**
Oak Avenue Parkway	U.S. 50	Easton Valley Parkway	0.0	0.0	0.0	76.2	0.0	76.7	0.0	77.2	0.0	77.3	0.0	76.8	0.0
Oak Avenue Parkway	Easton Valley Parkway	Road "A"	0.0	0.0	0.0	75.2	0.0	74.8	0.0	75.4	0.0	75.7	0.0	74.6	0.0
Oak Avenue Parkway	Road "A"	White Rock Road	0.0	0.0	0.0	75.3	0.0	74.8	0.0	75.3	0.0	75.4	0.0	75.0	0.0
Grant Line Road	White Rock Road	Centennial Road	77.0	81.0	**4.0**	81.3	**4.3**	81.4	**4.5**	81.5	**4.5**	81.5	**4.5**	81.5	**4.5**
Grant Line Road	Centennial Road	Douglas Road	76.8	80.9	**4.1**	81.1	**4.4**	81.3	**4.6**	81.4	**4.6**	81.4	**4.6**	81.4	**4.6**
Grant Line Road	Douglas Road	Keifer Boulevard	~~75.8~~ 76.9	80.3	**4.4**	80.4	**4.6**	80.5	**4.7**	80.6	**4.7**	80.6	**4.7**	80.6	**4.7**
Grant Line Road	Keifer Boulevard	Jackson Road	~~74.0~~ 73.0	80.0	**6.0**	80.1	**6.1**	80.2	**6.2**	80.3	**6.2**	80.3	**6.2**	80.3	**6.2**
Grant Line Road	Jackson Road	Sunrise Boulevard	~~74.7~~ 73.6	79.4	**4.6**	79.5	**4.7**	79.6	**4.9**	79.6	**4.9**	79.6	**4.9**	79.6	**4.9**
Jackson Road (SR-16)	Grant Line Road	Dillard Road	72.0	72.3	0.3	72.2	0.1	72.1	0.1	72.1	0.1	72.1	0.1	72.1	0.1
Jackson Road (SR-16)	Dillard Road	Stone House Road	~~72.3~~ 73.0	72.5	0.2	72.5	0.2	72.5	0.2	72.5	0.2	72.5	0.2	72.5	0.2
Prairie City Road	U.S. 50 eastbound ramp	Easton Valley Parkway	73.8	76.8	**3.0**	76.9	**3.1**	76.7	**3.0**	77.3	**3.6**	77.4	**3.6**	76.8	**3.0**
Prairie City Road	Easton Valley Parkway	White Rock Road	71.8	75.9	**4.1**	76.7	**4.9**	76.6	**4.9**	76.8	**5.0**	76.8	**5.0**	76.5	**4.7**
Scott Road (south)	White Rock Road	Latrobe Road	~~62.6~~	77.1	**14.6**	77.2	**14.7**	77.4	**14.8**	77.5	**14.9**	77.5	**14.9**	77.4	**14.9**

Table 4-8
Summary of Modeled Traffic Noise Levels of the "Land" Portion of the Project Under Future (2030) No Project and Future Plus Project Conditions, With Quarry Truck Trips

Roadway Segment	Between		Predicted Noise Level (dB L_{dn}/ CNEL) at Approximate Road Corridor Boundary												
			NP (Without Quarry Trucks)	With Quarry Trucks											
				NP	Δ in dB	PP	Δ in dB	RIM	Δ in dB	CD	Δ in dB	RHD	Δ in dB	NF	Δ in dB
			65.0												
Stonehouse Road	Latrobe Road	Jackson Road (SR-16)	~~64.2~~ 65.4	64.8	0.6	65.8	1.7	66.0	1.8	66.1	2.0	66.1	2.0	66.1	2.0
White Rock Road	Villagio Parkway	Grant Line Road	71.6	73.6	**2.0**	74.3	**2.7**	74.3	**2.7**	74.4	**2.8**	74.5	**2.9**	74.3	**2.7**
White Rock Road	Grant Line Road	Prairie City Road	~~77.6~~ 74.8	81.2	**3.5**	81.5	**3.9**	81.7	**4.0**	81.8	**4.1**	81.8	**4.1**	81.7	**4.1**
White Rock Road	Prairie City Road	Scott Road (south)	~~76.4~~ 73.6	81.5	**5.2**	81.6	**5.3**	81.9	**5.5**	81.9	**5.5**	81.9	**5.6**	81.9	**5.5**
White Rock Road	Scott Road (south)	Oak Avenue Parkway	~~76.5~~ 73.7	79.2	**2.8**	79.3	**2.9**	79.6	**3.2**	79.7	**3.2**	79.7	**3.3**	79.7	**3.2**
White Rock Road	Oak Avenue Parkway	Scott Road (north)	~~76.5~~ 77.1	79.2	**2.8**	80.2	**3.8**	80.5	**4.0**	80.5	**4.1**	80.6	**4.1**	80.5	**4.0**
White Rock Road	Scott Road (north)	Placerville Road	~~74.8~~ 75.5	75.3	0.6	75.5	0.7	75.6	0.9	75.7	0.9	75.8	1.0	75.6	0.9
White Rock Road	Placerville Road	Empire Ranch Road	76.1	76.6	0.5	77.0	0.9	77.8	**1.7**	78.0	**1.8**	78.1	**1.9**	77.8	**1.7**
White Rock Road	Empire Ranch Road	Carson Crossing Road	76.1	76.6	0.5	78.1	**1.9**	74.6	-1.5	74.8	-1.4	75.0	-1.1	74.7	-1.5
White Rock Road	Zinfandel Drive	Sunrise Boulevard	64.7	69.7	**5.0**	69.7	**4.9**	69.6	**4.9**	69.6	**4.8**	69.6	**4.9**	69.5	**4.7**
White Rock Road	Sunrise Boulevard	Rancho Cordova Parkway	~~72.8~~ 72.2	74.2	1.4	74.2	1.3	74.1	1.3	74.1	1.3	74.1	1.3	74.1	1.2
White Rock Road	Rancho Cordova Parkway	International Drive	~~68.1~~ 67.5	71.4	**3.2**	71.3	**3.2**	71.2	**3.1**	71.2	**3.1**	71.3	**3.1**	71.2	**3.0**
White Rock Road	International Drive	Rio Del Oro Parkway	~~68.8~~ 68.1	71.9	**3.1**	72.2	**3.4**	72.1	**3.4**	72.1	**3.3**	72.2	**3.4**	72.1	**3.3**
White Rock Road	Rio Del Oro Parkway	Villagio Parkway	~~68.9~~ 68.2	72.2	**3.3**	72.7	**3.7**	72.6	**3.7**	72.6	**3.7**	72.7	**3.8**	72.5	**3.6**
White Rock Road	Villagio Parkway	Grant Line Road	~~72.3~~ 71.6	74.2	**2.0**	75.0	**2.7**	75.0	**2.7**	75.1	**2.8**	75.1	**2.9**	75.0	**2.7**
White Rock Road	Carson Crossing Road	Stonebriar Drive	~~72.7~~ 72.0	73.4	0.8	73.8	1.1	74.6	2.0	74.8	**2.1**	74.9	**2.2**	74.6	**1.9**
White Rock Road	Stonebriar Drive	Windfield Way	~~73~~ 72.1	74	0.8	74.9	**2.1**	71.5	-1.3	71.7	-1.1	71.9	-0.9	71.6	0.0

Table 4-8
Summary of Modeled Traffic Noise Levels of the "Land" Portion of the Project Under Future (2030) No Project and Future Plus Project Conditions, With Quarry Truck Trips

Roadway Segment	Between		Predicted Noise Level (dB L_{dn}/ CNEL) at Approximate Road Corridor Boundary											
			NP (Without Quarry Trucks)	With Quarry Trucks										
				NP	Δ in dB	PP	Δ in dB	RIM	Δ in dB	CD	Δ in dB	RHD	Δ in dB	NF	Δ in dB
White Rock Road	Windfield Way	Latrobe Road	~~70~~ 69.7	72	1.2	71.9	**1.5**	73.2	**2.8**	73.2	**2.8**	73.2	2.8	73.2	0.0
White Rock Road	Latrobe Road	Valley View Parkway	~~70~~ 69.3	71	1.2	71.6	**1.6**	72.0	**2.0**	72.1	**2.1**	72.1	2.1	72.0	0.0
White Rock Road	Valley View Parkway	U.S. 50	~~71.5~~ 70.9	72.4	0.9	72.4	0.9	72.5	1.0	72.6	1.0	72.6	1.1	72.6	1.0
U.S. 50	Zinfandel Drive	Sunrise Boulevard	80.4	80.9	0.5	81.0	0.6	81.1	0.6	81.1	0.7	81.1	0.7	81.1	0.7
U.S. 50	Sunrise Boulevard	Rancho Cordova Parkway	80.0	80.5	0.5	80.7	0.7	80.8	0.8	80.9	0.9	80.9	0.9	80.8	0.8
U.S. 50	Rancho Cordova Parkway	Hazel Avenue	80.2	80.7	0.5	80.8	0.7	80.9	0.8	81.0	0.9	81.0	0.9	81.0	0.8
U.S. 50	Hazel Avenue	Folsom Boulevard	79.4	80.0	0.6	80.4	1.0	80.6	1.2	80.7	1.3	80.7	1.4	80.7	1.3
U.S. 50	Folsom Boulevard	Prairie City Road	78.1	78.9	0.8	79.3	1.2	80.1	**2.0**	80.3	**2.2**	80.3	**2.2**	80.2	**2.1**
U.S. 50	Prairie City Road	Oak Avenue Parkway	78.8	79.2	0.4	79.4	0.7	79.6	0.9	79.7	1.0	79.8	1.0	79.7	1.0
U.S. 50	Oak Avenue	Scott Road	77.8	78.3	0.5	78.3	0.5	78.5	0.7	78.7	0.8	78.7	0.9	78.6	0.8
U.S. 50	Scott Road to Empire Ranch Road	Empire Ranch Road	76.9	77.2	0.3	77.5	0.6	78.1	1.2	78.1	1.2	78.2	1.3	78.1	1.2
U.S. 50	Empire Ranch Road	Latrobe Road	77.6	77.8	0.2	78.0	0.4	77.9	0.3	77.9	0.3	78.0	0.4	77.9	0.3
U.S. 50	Latrobe Road	Silva Valley Parkway	76.1	76.4	0.3	76.6	0.5	76.7	0.6	76.7	0.6	76.7	0.7	76.7	0.6
U.S. 50	Silva Valley Parkway	Bass Lake Road	76.5	76.9	0.4	77.1	0.6	77.2	0.7	77.2	0.7	77.2	0.7	77.2	0.7

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels; L_{dn} = day-night average noise level; Δ = Change; NP = No Project; PP = Proposed Project Alternative; RIM = Resource Impact Minimization Alternative; CD = Centralized Development Alternative; RHD = Reduced Hillside Development Alternative; NF = No Federal Action Alternative

Bold: Represents the potential for substantial increase (e.g., 3 dB L_{dn}/CNEL where existing or projected future traffic noise levels range between 60 and 65 dB L_{dn}/CNEL, 1.5 dB L_{dn}/CNEL where existing or projected future traffic noise levels are greater than 65 dB L_{dn}/CNEL) in comparison to existing No Project conditions.

Refer to Appendix ~~X~~ I for detailed modeling input data and output results.

Source: Data provided by EDAW in ~~2009~~2010

The following text revisions are hereby added following the third full paragraph after "Compatibility of Sensitive Land Uses with the Ambient Noise Environment" on page 4-51:

As described above on page 4-24, the City of Folsom is a participant (along with the County of Sacramento, the City of Rancho Cordova, and other interested parties) in the East Sacramento Regional Aggregate Mining TMP. Accordingly, Cumulative Mitigation Measure Noise-1-Land is hereby replaced with the following:

Cumulative Mitigation Measure Noise-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.

The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)

Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.

As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by

quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:

- The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.

- A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:

- Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).

- Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.

- To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools:

    - Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks.

    - Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic.

To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project

applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.

Implementation: The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.

Timing: Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.

Enforcement: City of Folsom Community Development Department.

~~**Cumulative Mitigation Measure Noise-1-Land: Implement Measures to Reduce Exposure of Sensitive Receptors to Increased Traffic Noise Levels from Quarry Truck Traffic.**~~

~~The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County of Sacramento. The City's authority to control the activities of the quarry trucks includes restrictions or actions that would be applicable within the City's jurisdictional boundaries. For example, the City could designate truck routes through the City consistent with California Vehicle Code section 21101(c), including truck routes in the Folsom South of U.S. 50 project area, so as to prohibit or limit quarry trucks' use of City roads adjacent to areas where projected truck traffic volumes would otherwise result in exposure of sensitive receptors to operational noise from quarry truck traffic and/or traffic safety hazards. If this approach is selected by the City, then prior to the approval of the first tentative subdivision map or any other discretionary approval that would place sensitive receptors along any roads the quarry trucks could use to access U.S. 50, the City's traffic department and consultants shall analyze and propose to the City Council for approval designated truck routes from the quarries through City jurisdiction to access U.S. 50 that would allow a level of truck traffic that would avoid any potentially significant impact on sensitive receptors from truck traffic noise within the Folsom South of U.S. 50 project area, as well as any other existing or planned uses that would contain sensitive receptors, so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive.~~

~~As an alternative to designating truck routes, the following measures could be voluntarily implemented by the quarry project applicant(s) (Granite [Walltown], Teichert, and DeSilva Gates) to reduce exposure of new sensitive receptors developed in the SPA to increases in traffic noise levels generated by quarry truck traffic, and are encouraged.~~

- ~~The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.~~

- ~~A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:~~

- ~~Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three-dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).~~

- ~~Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.~~

- ~~To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools:~~

  - ~~Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks.~~

  - ~~Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic.~~

~~**Implementation:** The project applicant(s) of the Folsom South of 50 Specific Plan project.~~

~~**Timing:** Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.~~

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

The text regarding groundwater resources on pages 4-42 and 4-43 is hereby revised as follows:

Groundwater ~~Recharge~~Resources

Planned development under the "Land" portion of the project would include increases in impervious surfaces and the amount of surface runoff generated by proposed development. Soils in the SPA and surrounding area have a poor capacity for groundwater recharge, with most of the substantial recharge occurring along active stream channels. Those areas within the SPA that are most conducive to groundwater recharge, such as the Alder Creek stream and tributary corridors as well as the retention basins, would be sited and designed to maximize infiltration. Furthermore, no new wells would be established for domestic use, and increased seasonal groundwater recharge from landscape irrigation activities would occur. Impacts on groundwater recharge would be less-than-significant. ~~Therefore, the~~

~~"Land" portion of the project would not result in a cumulatively considerable incremental contribution to a significant cumulative impact related to groundwater recharge.~~

~~Groundwater Resources~~

Construction of the conveyance pipeline alternative alignments, booster pump station, and WTP alternatives would, at times, require dewatering of shallow, perched groundwater in the immediate vicinities of excavations and installation of underground features at a limited number of areas where groundwater depths are shallow. Groundwater withdrawn from the construction areas would be subsequently discharged to local waterways or drainage ditches, or via land application, and could result in soil erosion and stormwater discharges of suspended solids, increased turbidity, and potential mobilization of other pollutants from project-related construction sites. Implementation of mitigation measures in Section 3B.17, "Groundwater Resources - Water," would reduce impacts associated with construction dewatering to a less-than-significant level. Because construction dewatering of shallow groundwater would be temporary, it would not act in combination with other projects to result in a cumulatively considerable incremental contribution to a significant cumulative impact on local groundwater resources.

Construction of the White Rock WTP or Folsom Boulevard WTP under the "Water" portion of the project would include increases in impervious surfaces and the amount of surface runoff generated by proposed development. However, these impermeable surfaces would be limited in extent to less than 0.5-acre of the 10-acre alternative WTP sites (including buildings, paved roads, storage and treatment facilities, and parking lots) and only a portion of the well sites (including access roads and auxiliary facilities). This area would be very small in comparison to adjacent areas that would remain open and permeable. Impacts on groundwater recharge from implementation of the "Water" portion of the project would be less-than-significant. Therefore, the "Water" portion of the project would not result in a cumulatively considerable incremental contribution to a significant cumulative impact related to groundwater recharge.

Implementation of the "Water" portion of the project would not construct new wells or require groundwater to meet water demands of the "Land" portion of the project. However, operation of the "Water" portion of the project could indirectly contribute to an increase in the volume of groundwater pumped by SCWA within the South American Subbasin in the future. Other projects that may contribute to future cumulative impacts include: new development associated with the Sacramento County General Plan Update, the Long-Term EWA Program, East Sacramento County Groundwater Replacement Project, and SCWA Zone 40 Conjunctive-Use Program. Under future cumulative conditions (beyond 2030), other incremental water demands from developments within the unincorporated portions of Sacramento County in conjunction with new growth within the City's of Rancho Cordova and Elk Grove could place additional demands on local groundwater. These additional demands as contemplated in Sacramento County's General Plan EIR for the Preferred Alternative when combined with SCWA's incremental reduction in capacity within the Freeport Project could lead to cumulatively considerable impacts to local groundwater resources by exceeding the groundwater basin's safe yield of 273,000 AFY.

In the Sacramento County General Plan Update EIR, the County identified an additional water demand of 31,633 AFY for the proposed Preferred Alternative. This additional demand, if solely supplied through groundwater, and combined with other existing groundwater demands is estimated at 262,280 AFY in 2030 and would exceed the sustainable yield for the Central Basin. The largest component of the total 31,633 AFY for SCWA Zone 40's new water demand is almost entirely created by the Jackson and Grant Line East New Growth Areas and is an order of magnitude larger than the purveyor with the next largest demand (California American Water Suburban/Rosemont) at 2,342 AFY demand predicted for the Central Basin.

The County's General Plan EIR notes that SCWA's Zone 40 is allocated 40,900 AFY of groundwater from the Central Basin with the completion of the Freeport Project and, as provided in the County's draft

General Plan Update EIR, SCWA is not proposing any new groundwater supply in excess of this allocation to support growth in the General Plan Update's Preferred Alternative. At this time, SCWA is proposing additional water conservation, use of recycled water, and a robust conjunctive use plan that identifies an active groundwater banking program during wet weather and increased groundwater pumping during dry periods. In addition, the draft General Plan Update EIR identifies an additional policy requiring that a water supply plan demonstrating that new growth within the Jackson and Grant Line East New Growth Areas will not exceed the sustainable yield of the Central Groundwater Basin be approved prior to development.

Although the County's Preferred Alternative, General Plan (2007), has not been formally adopted, the potential indirect impacts to groundwater resources created by the Off-Site Water Facility Alternatives could contribute a cumulative demand for groundwater resources. Beyond 2030, the combined demand for groundwater during dry years could exceed the safe yield of the Central Basin, thereby resulting in a significant, cumulatively considerable impact. At this time, the City is unable to confirm whether potential future groundwater impacts could be reduced to less than significant levels. Based on this circumstance, the City concludes that the project as a whole, when considering both the Off-site Water Facility Alternatives and development of the SPA, could indirectly contribute to potentially cumulative, significant and unavoidable impacts to the South American Groundwater Subbasin beyond 2030.

The last paragraph under "Agricultural Resources" on page 4-45 is hereby revised as follows:

The Sacramento County Important Farmland map, published by DOC's Division of Land Resource Protection, designates the SPA, the off-site freeway interchange improvements, the sewer force main, and the detention basin under the "Land" portion of the project, and the alternative WTP sites and conveyance pipeline alternative alignments under the "Water" portion of the project, as Grazing Land and/or Urban and Built-Up Land (DOC 2006). The two off-site roadway extensions from the Folsom Heights property into El Dorado Hills are designated by the El Dorado County Important Farmland Map as Grazing Land and Urban and Built-Up Land. These farmland designations are not considered Important Farmland under CEQA (California Public Resources Code Sections 21060.1 and 21095 and State CEQA Guidelines Appendix G). As demonstrated in Section 3A.10 "Land Use and Agricultural Resources," land east and north of the SPA is already developed with urban uses. Land west of the SPA is already proposed for urban development as part of the Easton and Glenborough developments. Land south of the SPA, south of White Rock Road, is outside the City's jurisdiction, and is outside of the Sacramento County USB. Policy LU 81 of the County General Plan provides very limited conditions under which the County can expand the USB, which would be necessary if any urban development were to occur south of White Rock Road. When considering such a proposal, the County must make several findings, including a finding that there is insufficient land within the USB to accommodate a proposed project's demand for urban uses. If all of the criteria are not met, the County Board of Supervisors must approve moving the USB by a 4/5 vote. Since enactment of this policy in 1993, the board has never approved consideration of an application for any project of even a moderate size outside the USB. Furthermore, developing urban land uses south of White Rock Road would place such uses in immediate proximity to the proposed Teichert and Walltown Quarries, where such urban land uses would be subject to significant aesthetics, air quality, noise, and traffic impacts, and potentially significant impacts related to biological and cultural resources, hazards, geology, hydrology and water quality, and provision of public services. Therefore, the City does not believe that there would be a cumulatively considerable conversion of agricultural land south of White Rock Road to urban uses in the foreseeable future. Therefore, the "Land" and "Water" portions of the project would not result in a cumulatively considerable incremental contribution to a significant cumulative impact related to conversion of ~~Important~~ Farmland to nonagricultural uses.

The third sentence in the first paragraph under "Utilities and Service Systems" on page 4-58 is hereby revised as follows:

> As indicated in Sections 3A.16 and 3B.16, "Utilities and Service Systems," the necessary public utilities would be provided to the SPA by the City, SRCSD, EID, Sacramento Municipal ~~Metropolitan~~ Utility District (SMUD), Pacific Gas & Electric Company (PG&E), AT&T, and Comcast.

The following text is hereby added after the second paragraph on page 4-59:

> In relation to water supplies within NCMWC's service area, the City acknowledges that continued urbanization within NCMWC's service area could occur in the future and that these areas could be served by the City of Sacramento as opposed to NCMWC. However, even if the City of Sacramento served these areas in the future, it is unlikely that total water use within NCMWC's service area would increase. By considering both 2004 and 2007 cropping patterns within NCMWC's service area, the Wagner and Bonsignore Report (2007) (see Appendix M2) supports this conclusion.
>
> Because the Wagner & Bonsignore report considered 2004 and 2007 cropping patterns within NCMWC's service area and the associated water use, the cumulative analysis considers the irrigation of approximately 4,500 acres that were no longer under agricultural production in 2007. If, however, 2007 cropping patterns were to continue in the future and urbanized development replaced the approximately 4,500 acres taken out of production, the corresponding water use would still be less than agricultural water use in 2004. Hence, even if the City of Sacramento supplied the new development within NCMWC's service area as opposed to NCMWC, there is sufficient basis for concluding that there would no corresponding net increase in water use within NCMWC's service area, but more likely a net reduction in water use.
>
> This finding is supported by the fact that rice is generally considered to be one of the more water-intensive crops and, in general terms, uses substantially more water on a per-acre basis when compared to an M&I use. Further, current building codes (e.g., CalGreen) and water conservation measures (e.g., California Urban Water Conservation BMPs [2007]) combined with a 1:1 ratio of open space to development requirements as outlined in the Natomas Joint Vision MOU, would likely further reduce total water demand for urbanized uses. Although the pattern of demand would change under an urbanized scenario, this change in the delivery pattern would benefit the CVP by adding to carryover storage within Shasta Reservoir during the fall months. This effect would be similar to the project's effect on Shasta Reservoir storage. For these reasons, the project would not result in a cumulatively considerable incremental contribution to a significant cumulative impact.

The first paragraph under "Electricity" on page 4-63 is hereby revised as follows:

> SMUD is the electrical service provider for Folsom and would provide electrical service for the "Land" and "Water" portions of the project. Depending on the project alternative chosen for development under the "Land" portion of the project, the project would increase electrical demand in the SMUD service area by an average of 35.7 to 55.5 megavolt amperes (MVA) with a peak demand of 75.9 to 118.7 MVA (Capitol Utilities Specialists 2009:4). SMUD concurs with ~~this assessment~~ the estimated peak demand; however, SMUD has calculated the worst-case scenario as increasing electrical demand by a total of 102 ~~120~~ MVA (Capitol Utilities Specialists 2009:5; Kim, pers. comm., 2009).

The fourth paragraph under "Electricity" on page 4-63 is hereby revised as follows:

> SMUD currently has existing capacity to serve the ~~"Land" portion of the project and the~~ GPA from its electrical distribution system north of U.S. 50 (Capitol Utility Specialists 2009:5). To provide service within the SPA, SMUD has determined that a minimum of three distribution substations ~~would~~ will be required to serve the proposed development. Also, a new 69-kV overhead transmission line ~~would~~ will be

constructed along Old Placerville Road from U.S. 50 to White Rock Road. Additional overhead transmission lines ~~may~~ will be required ~~depending~~ and are dependent on the location of the distribution substations. SMUD has stated that it has adequate electricity supplies to support the "Land" portion of the project without affecting service to existing customers and that ~~it would provide~~ new electrical infrastructure will be designed and constructed in accordance with SMUD's Standards and Rules and Regulations to serve the SPA concurrently with development phases (Kim, pers. comm., 2009).

The following text is hereby added to the top of page 4-88:

GROUNDWATER RESOURCES

- Indirect contribution to potential for decreased groundwater levels in the South American Groundwater Subbasin beyond 2030.

This page intentionally left blank.