

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
May 16, 2018
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Kevin Mallory, Ross Jackson, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Jennifer Lane, Chair Justin Raitchel

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings, and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of April 18, 2018 will be presented for approval.

NEW BUSINESS

1. **PN 18-081, Jimboy's Tacos Restaurant Commercial Design Review and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Kobra Design for Commercial Design Review Approval for exterior modifications to an existing 2,700-square-foot Jimboy's Tacos Restaurant. The zoning designation for the site is C-2 PD (Central Business, Planned Development District) and the General Plan designation is CCD (Central Commercial Mixed-Use District). This project is categorically exempt from environmental review under Section 15301 (Existing Facilities) of the CEQA Guidelines. **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: Kobra Design)**

2. PN 17-160 Folsom Corporation Yard General Plan Amendment, Rezoning and Environmental Impact Report

A Public Hearing to consider a request from the City of Folsom and Aerojet Rocketdyne Inc., for approval of a General Plan Amendment and Pre-zoning of approximately 58 acres south of White Rock Road for future annexation into the City of Folsom. The project for the development of a new corporation yard for the City of Folsom which would be designated as Public and Quasi-Public (PQ-P) in the General Plan and Rezoned M-2 (General Industrial District). The project includes amending the respective Spheres of Influence for the City of Folsom and the Sacramento Regional County Sanitation District, amending the City's General Plan, annexing an approximately 58-acre property into the City, and rezoning the site for future use as a City corporation yard. The project site is located at the southeast corner of Prairie City Road and White Rock Road, west of Scott Road in Sacramento County, California. The subject site includes portion of APNs 072-0060-052 and 072-0110-001. An Environmental Impact Report (SCH No. 2017112020) has been prepared for the project in accordance with the California Environmental Quality Act. **(Project Planner, Scott A. Johnson, AICP, Planning Manager)**

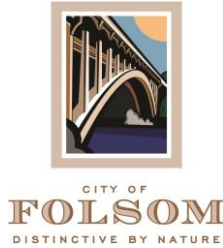
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **June 6, 2018**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6203 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or kmullett@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing



PLANNING COMMISSION MINUTES
April 18, 2018
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Jennifer Lane, Kevin Mallory, Ross Jackson, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Chair Justin Raithel

ABSENT: None

CITIZEN COMMUNICATION: None

MINUTES: The minutes of March 21, 2018 were approved as submitted.

NEW BUSINESS

1. PN 16-386, Folsom Lake Boat and RV Storage Facility – Planned Development Permit and Conditional Use Permit

A Public Hearing to consider a request from the Superior Storage Group for approval of a Planned Development Permit and Conditional Use Permit for development and operation of a 64,835-square-foot boat and RV storage facility on a 7.18-acre site located at 7740-7760 Folsom-Auburn Road and Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for this project. The zoning classification for the site is C-2 PD and the General Plan land-use designation is CC. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. The Mitigated Negative Declaration public review period begins March 15, 2018 and ends April 16, 2018. **(Project Planner: Principal Planner, Steve Banks / Applicant: Superior Storage Group)**

COMMISSIONER ARNAZ MOVED TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE FOLSOM LAKE BOAT AND RV STORAGE PROJECT (PN 16-386) PER ATTACHMENT 9; MOVE TO APPROVE THE PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF THE FOLSOM LAKE BOAT AND RV STORAGE PROJECT, WHICH INCLUDES DEVELOPMENT OF A 2,279-SQUARE-FOOT OFFICE/APARTMENT BUILDING AND FOUR SELF-STORAGE BUILDINGS TOTALING 62,556 SQUARE FEET AND ASSOCIATED SITE IMPROVEMENTS ON A 7.18-ACRE SITE LOCATED AT 7740 AND 7760 FOLSOM-AUBURN ROAD AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 8; MOVE TO APPROVE A CONDITIONAL USE PERMIT TO ALLOW THE FOLSOM LAKE BOAT AND RV STORAGE DEVELOPMENT TO OPERATE ON A 7.18-ACRE SITE LOCATED AT 7740 AND 7760 FOLSOM-AUBURN ROAD WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B, CEQA FINDINGS C - G, PLANNED DEVELOPMENT PERMIT FINDINGS H - O, CONDITIONAL USE PERMIT FINDING P, AND CONDITIONS OF APPROVAL 1 - 56.

COMMISSIONER SCOTT SECONDED THE MOTION, WHICH CARRIED THE FOLLOWING VOTE:

AYES: ARNAZ, LANE, JACKSON, RALLS, SCOTT, RAITHEL
NOES: MALLORY
ABSTAIN: NONE
ABSENT: NONE

PLANNING MANAGER REPORT

None

RESPECTFULLY SUBMITTED,

Kelly Mullett, SENIOR OFFICE ASSISTANT

APPROVED:

Justin Raithel, CHAIRMAN

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Jimboy’s Tacos Restaurant Commercial Design Review
PROPOSAL	Request for Commercial Design Review Approval for exterior modifications to an existing 2,700-square-foot Jimboy’s Tacos Restaurant
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions of approval
OWNER/APPLICANT	Richard & Maime Dairiki/Kobra Design
LOCATION	708 East Bidwell Street
SITE CHARACTERISTICS	The project site is fully developed with a 2,700-square-foot commercial building (Jimboy’s Tacos Restaurant) and associated site improvements including a drive-thru facility, trash/recycling enclosure, parking, lighting and landscaping
GENERAL PLAN DESIGNATION	CCD (Central Commercial Mixed-Use District)
ZONING	C-2 PD (Central Business, Planned Development District)
ADJACENT LAND USES/ZONING	North: Lowe’s Store (C-2 PD) with Single-Family Residential Development (R-1-M) beyond South: East Bidwell Street with the Commonwealth Shopping Center (C-2 PD) beyond East: Les Schwab Tire Store with the Folsom Square Shopping Center (C-2 PD) beyond

West: Adanberto's Restaurant with Retail Commercial Development (C-2 PD) beyond

PREVIOUS ACTION

Design Review Approval for an exterior remodel to Jimboy's Tacos Restaurant in 2011 by the Planning Commission (PN 11-110)

FUTURE ACTION

Issuance of Building Permits

APPLICABLE CODES

FMC 17.06, Design Review
FMC 17.22, Commercial Land Uses

ENVIRONMENTAL REVIEW

The project is categorically exempt under Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA)

ATTACHMENTS

1. Vicinity Map
2. Site Plan, Floor Plan, and Exterior Elevations, dated March 2, 2018
3. Proposed Exterior Views and Colors & Materials, dated March 1, 2018
4. Site Photographs
5. Photographs of Commercial Buildings in Close Proximity to Project Site

PROJECT PLANNER

Josh Kinkade, Assistant Planner

BACKGROUND

On May 18, 2011 the Planning Commission approved a Design Review Application for an exterior remodel to the Jimboy's Tacos Restaurant located at 708 East Bidwell Street. The remodel has since been permitted and completed. The building was damaged by a fire in October 2017, and the business has been closed for repairs since that time.

APPLICANT'S PROPOSAL

The applicant, Jimboy's Inc., is requesting Commercial Design Review approval for exterior modifications to an existing 2,700-square-foot Jimboy's Taco Restaurant located at 708 East Bidwell Street. The proposed project includes remodeling the entire building façade and patio area, and adding metal canopies to the building. Proposed building materials include textured stucco colored primarily cream and brown with grey trim and red accents along the entry, wood planks along the tower above the entry, and pre-aged corrugated galvanized metal along the upper level of the building. The patio walls are proposed to be colored brown. The proposed elevations, exterior views and color & material board are included in Attachments 2 and 3.

ARCHITECTURE / DESIGN

Folsom Municipal Code ("FMC") Chapter 17.06 governs design review. The intent of the City Council in enacting that chapter, as relevant here, was to assure that buildings and structures are in good taste, good design, harmonious with surrounding developments, and in general

contribute to the preservation of Folsom's reputation as a place of beauty and quality. In enacting Chapter 17.06 the City Council also intended to prevent the development of structures which do not meet applicable design standards, are of inferior quality, or are likely to have a depreciating effect on the local environment or surrounding areas by reason of appearance or value.

Pursuant to FMC section 17.06.030, the design and architecture of significant exterior modifications to existing commercial structures must be submitted to the Planning Commission for review. "Significant exterior modifications" include, but are not limited to, design changes to building facades, introduction of new building materials, and changes in roof design or materials.

The Planning Commission may approve, conditionally approve, or deny a design review application. FMC section 17.06.080(A) requires the Planning Commission to consider various criteria when evaluating design review projects. Many of the criteria are inapplicable to projects involving exterior modifications to existing structures because they relate to new construction. The criteria that may relate to analysis of a design review application for a project involving exterior modifications to an existing structure include:

1. Landscaping, fencing, and other screening as designated on a landscape and/or sprinkler plan featuring all existing trees and shrubs and proposed plantings, which shall comply with the tree preservation ordinance under Chapter 12.16;
2. Design of all circulation for automobiles, service and delivery vehicles, pedestrians, and bicycles;
3. Design of parking and loading facilities;
4. Screening of refuse and shopping cart storage facilities;
5. Details of fencing, and location of public works items such as curb cuts, curbs, gutters, sidewalks, sidewalk design, draining, and fire hydrants;
6. Location, design, and intensity of all on-site exterior lighting;
7. Location and design of addressing system and/or graphics and mail delivery system;
8. Exterior elevations and/or perspective drawings of structures featuring building height, description of all building materials, building colors, screening of utility meters and mechanical equipment;
9. Design, placement, dimension, colors of all proposed signs and exterior graphics. This shall include building materials, lighting systems and intensity of signs and temporary signs and shall apply to all temporary as well as permanent signing;
10. Additions to patio area including, but not limited to, awnings, sunshades, and trellis;

11. Photographs of the project site and any surrounding properties potentially impacted by the proposed project;
12. Location and screening of roof-, ground-, and wall-mounted mechanical and telecommunications equipment, emergency generators, and similar equipment;
13. Any outdoor physical feature that could potentially impact the existing design of a structure on a project site.

FMC section 17.06.080(B) requires the Planning Commission to make findings in support of its decision to approve, conditionally approve, or deny an application for design review. The Planning Commission must make findings on the following matters, as applicable:

1. Whether the project complies with the general plan and any applicable specific plans and zoning ordinances;
2. Whether the project conforms with any adopted city-wide design guidelines;
3. Whether the project conforms with any project-specific design guidelines and standards approved through the planned development permit process or similar review process; and
4. Whether the project has a compatibility of building materials, textures, and colors with surrounding development and a consistency with the general design theme of the neighborhood.

With respect to this project, the proposed building modifications, as described in the applicant's proposal above, have been designed to reflect a modern architectural theme. Specific design elements that reflect this theme include: the tower element located on the front corner of the building, the use of textured stucco, wood and planks, pre-aged corrugated galvanized metal on the building façade, stucco on the patio wall, and metal canopies above some doors and windows.

The project site is not located in a shopping center or area where project-specific design standards or architectural guidelines have been established and no city-wide design guidelines exist. As a result, staff considered the design, materials, and colors of existing commercial buildings (see Attachment 5) located in close proximity to the project site when evaluating the proposed project. The buildings in the project area were originally constructed in the same time frame (1960's-1970), however; many of the structures have been remodeled at some point over the past ten years. There is no discernable design theme in the project area other than most of the buildings generally have a flat roof-style. Building materials in the project area range from concrete walls to wood panels to stucco. There is a wide array of building colors in the project area including modest earth tones to vibrant red hues.

In reviewing this particular application, staff also took into consideration existing design guidelines at established high-quality shopping centers (Broadstone Marketplace, Folsom

Gateway, etc) throughout the City and also the basic planning principals that the Community Development Department encourages commercial developers to implement. The following list highlights building and site features staff is looking for relative to architecture and design:

- Natural materials which are simple and easy to maintain such as stone, wood, stucco, and masonry should be encouraged. Materials such as textured or patterned concrete are considered compatible building accents.
- The architectural design of buildings should consider the site, relationship to other structures, streetscapes, and climatic orientations.
- Structures with long uninterrupted exterior walls should be avoided, where possible. Walls should have varied forms to create shadows and provide relief that softens the architecture.
- Recesses that create interplay of light and shadow, covered walkways, colonnades, arcades, overhangs, and openings that create interest are encouraged.
- The appropriate use of awnings, arcades, trellises, or other shade structures is strongly encouraged.

In reviewing the architecture and design of the proposed building modifications, City staff determined that the applicant incorporated a significant number of the unique design elements, including: the use of varied building forms and shapes, staggered building heights, a prominent tower entry feature, an outdoor patio dining area, and a porte cochere. Staff also determined that the project's innovative use of siding (stucco, wood and galvanized metal) helps create a unique and interesting visual appearance. In addition, the primarily warm earth tone colors with red and grey accents proposed by the applicant blend well with the architectural features of the building and enhance the modern design theme.

In evaluating the submitted plans, staff determined that both the rear elevation and the proposed patio design have long stretches of wall that do not provide enough varied form for architectural relief. To help enhance the rear elevation, staff recommends that a metal canopy be placed above the door on the east elevation that matches the design of the other proposed canopies. Furthermore, staff recommends that the patio wall include trim caps, pilasters, or similar architectural elements to further enhance the design of the wall. Conditions 15 and 16 have been provided to incorporate these recommendations.

As discussed previously within this report, the proposed project is located in an area where there is an eclectic mixture of building designs, materials, and colors. While there are no established design guidelines for the project site or the surrounding buildings, staff has concluded that the applicant has proposed a design for the project that incorporates many of the key design principals necessary for an attractive and high quality building. As such, staff determined that the proposed project utilizes a design (including materials and colors) that is complimentary to existing buildings in the vicinity of project site while also enhancing the overall appearance of the project area.

The project does not propose any changes to existing circulation or parking. Accessible spaces will be kept in their current locations.

Condition 14 requires roof-mounted mechanical equipment, including satellite dish antennas, not extend above the height of the parapet walls, and that ground-mounted mechanical equipment be shielded by landscaping or trellis type features to the satisfaction of the Community Development Director.

Condition 20 requires that building address numbers be placed near the main entrance on the building in such a position as to be plainly visible and legible from the street fronting the property. Numbers shall be either externally or internally-illuminated on a lighting circuit powered dusk to dawn and the color shall contrast with their background. The size of the address numbers shall be a minimum of 10 inches.

TRASH/RECYCLING ENCLOSURE

The proposed project includes utilization of an existing trash/recycling enclosure which is located on the southeast side of the restaurant building. The design of the existing trash/recycling enclosure includes a molded and stamped stucco exterior and gate that match the existing building design. However, the trash enclosure is not included on the proposed elevations provided to staff. Staff has conditioned that the final design, materials and colors of the trash/recycling enclosure match the design, materials and colors of the building, subject to review and approval by the Community Development Department (Condition No. 17).

LANDSCAPING

Existing site landscaping includes a combination of trees, shrubs, and groundcover located primarily in planter areas situated around the perimeter of the project site, and landscape planter areas along the frontage of the building and around the edge of the outdoor patio dining area. The existing landscape area located adjacent to East Bidwell Street includes turf with three street trees. The applicant did not propose any landscape modifications as part of this design review submittal. As such, staff recommends that the final landscape and irrigation plans be subject to review and approval by the Community Development Department. This plan will need to include refurbished landscape design with all on-site landscaping specifications and details and implement water conservation measures as set forth in the Model Water Efficiency Landscape Ordinance. Condition No. 13 is included to reflect these requirements

SIGNAGE

The applicant is not proposing any signage with this particular Commercial Design Review application. Signage is subject to the sign regulations established by the Folsom Municipal Code, Section 17.59. Staff recommends that all future signs for the project comply with the Folsom Municipal Code. Condition No. 11 is included to reflect this requirement.

ENERGY CONSERVATION

The applicant is subject to the California Energy Standards as stated in Title 24 of the Uniform Building Code. The exterior building lighting will be required to achieve energy-efficient standards and the lighting will also need to be equipped with a timer or photo condenser. Condition No. 12 is included to reflect this requirement.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA). Based on staff’s analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption(s) in this case.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO APPROVE COMMERCIAL DESIGN REVIEW FOR EXTERIOR MODIFICATIONS TO THE EXISTING 2,700-SQUARE-FOOT JIMBOY’S TACOS RESTAURANT LOCATED AT 708 EAST BIDWELL STREET AS ILLUSTRATED ON ATTACHMENTS 2 AND 3 WITH THE FOLLOWING FINDINGS AND CONDITIONS OF APPROVAL (NO. 1-22).

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

CEQA FINDINGS

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15301 EXISTING FACILITIES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

DESIGN REVIEW FINDINGS

- F. THE PROPOSED PROJECT COMPLIES WITH THE GENERAL PLAN AND ZONING ORDINANCES OF THE CITY.
- G. THE PROPOSED PROJECT PROVIDES COMPATIBILITY OF BUILDING MATERIALS, TEXTURES, AND COLORS WITH SURROUNDING DEVELOPMENT AND CONSISTENCY WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

Submitted,



Pam Johns
Community Development Director

CONDITIONS

See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

**CONDITIONS OF APPROVAL FOR JIMBOY'S TACOS RESTAURANT COMMERCIAL DESIGN REVIEW (PN 18-073)
708 EAST BIDWELL STREET**

	Mitigation Measure	When Required	Responsible Department
1.	<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Site Plan, dated March 2, 2018 • Exterior Elevations, dated March 2, 2018 • Seating Floor Plan, dated March 2, 2018 • Colors & Materials, dated March 1, 2018 • Proposed Exterior Views, dated March 1, 2018 <p>This project approval is for Jimboy's Tacos Commercial Design Review, which includes exterior modifications to an existing 2,700-square-foot Jimboy's Tacos Restaurant located at 708 East Bidwell Street, as shown on the above-referenced plans. Modifications may be made to the above-referenced plans to respond to site-specific conditions of approval as set forth herein.</p>	B	CD (P)(E)
2.	<p>Building plans and any required civil engineering plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	B	CD (P)(E)(B)
3.	<p>The project approval granted under this staff report shall remain in effect for one year from final date of approval (May 16, 2019). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	B	CD (P)

**CONDITIONS OF APPROVAL FOR JIMBOY'S TACOS RESTAURANT COMMERCIAL DESIGN REVIEW (PN 18-073)
708 EAST BIDWELL STREET**

Mitigation Measure	When Required	Responsible Department
<p>4.</p>	<p>OG</p>	<p>CD (P)(E)(B) PW, PR, FD, PD</p>
<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>		
DEVELOPMENT COSTS AND FEE REQUIREMENTS		
<p>5.</p>	<p>B</p>	<p>CD (P)(E)</p>
<p>6.</p>	<p>B</p>	<p>CD (P) (E)</p>
<p>The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.</p> <p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>		

**CONDITIONS OF APPROVAL FOR JIMBOY'S TACOS RESTAURANT COMMERCIAL DESIGN REVIEW (PN 18-073)
708 EAST BIDWELL STREET**

	Mitigation Measure		When Required	Responsible Department
7.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
8.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Quimby, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations, or other exactions imposed on this project has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
9.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
10.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

SITE DEVELOPMENT REQUIREMENT

		B	CD (P)
11.	All signs for the project shall comply with the sign regulations established by Chapter 17.59 of the <u>Folsom Municipal Code</u> .	B	CD (P)
12.	Final exterior building lighting plans (if applicable) shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Lighting shall be equipped with a timer or photo condenser.	B	CD (P)
13.	Final landscape and irrigation plans for the project shall be prepared by a registered landscape architect and approved by staff prior to issuance of a building permit. Said plans shall include a refurbished landscape design with all on-site landscaping specifications and details. All landscape plans shall implement water conservation measures as set forth in the Model Water Efficiency Landscape Ordinance required by AB 1881 and Government Code Sections 65593, 65595 and 65596. The State of California Model Water Efficiency Landscape Ordinance found in California Code of Regulations Title 23, Chapter 2.7 Section 490 et seq. shall apply to the project. The City is contemplating adoption of its own Water Efficiency Landscape Ordinance. Should the City adopt such an ordinance then provisions of the adopted ordinance shall apply to the project.	B	CD (E)
14.	Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features to the satisfaction of the Community Development Director.	B	CD (P)

ARCHITECTURE/DESIGN REQUIREMENT

15.	The patio wall shall include trim caps, pilasters, or similar architectural elements to further enhance the design of the wall. The final design of the patio wall shall be subject to review and approval by the Community Development Department through the Building Permit process.	B	CD (P)
16.	A metal canopy shall be placed above the door on the east elevation that matches the design of the other proposed canopies. This canopy shall be included on the plans submitted to the Community Development Department for a Building Permit.	B	CD (P)
17.	The design, materials and colors of the trash/recycling enclosure shall match the design, materials and colors of the building. The final design and color of the trash/recycling enclosure shall be subject to review and approval by the Community Development Department through the Building Permit process.	B	CD (P)
18.	The owner/applicant shall obtain an encroachment permit for any work conducted in the public right-of-way prior to issuance of a Building Permit.	B	CD (E)

NOISE REQUIREMENT

19.	Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction equipment shall be muffled and shrouded to minimize noise levels.	B	CD (P)(E)
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FIRE DEPARTMENT REQUIREMENT

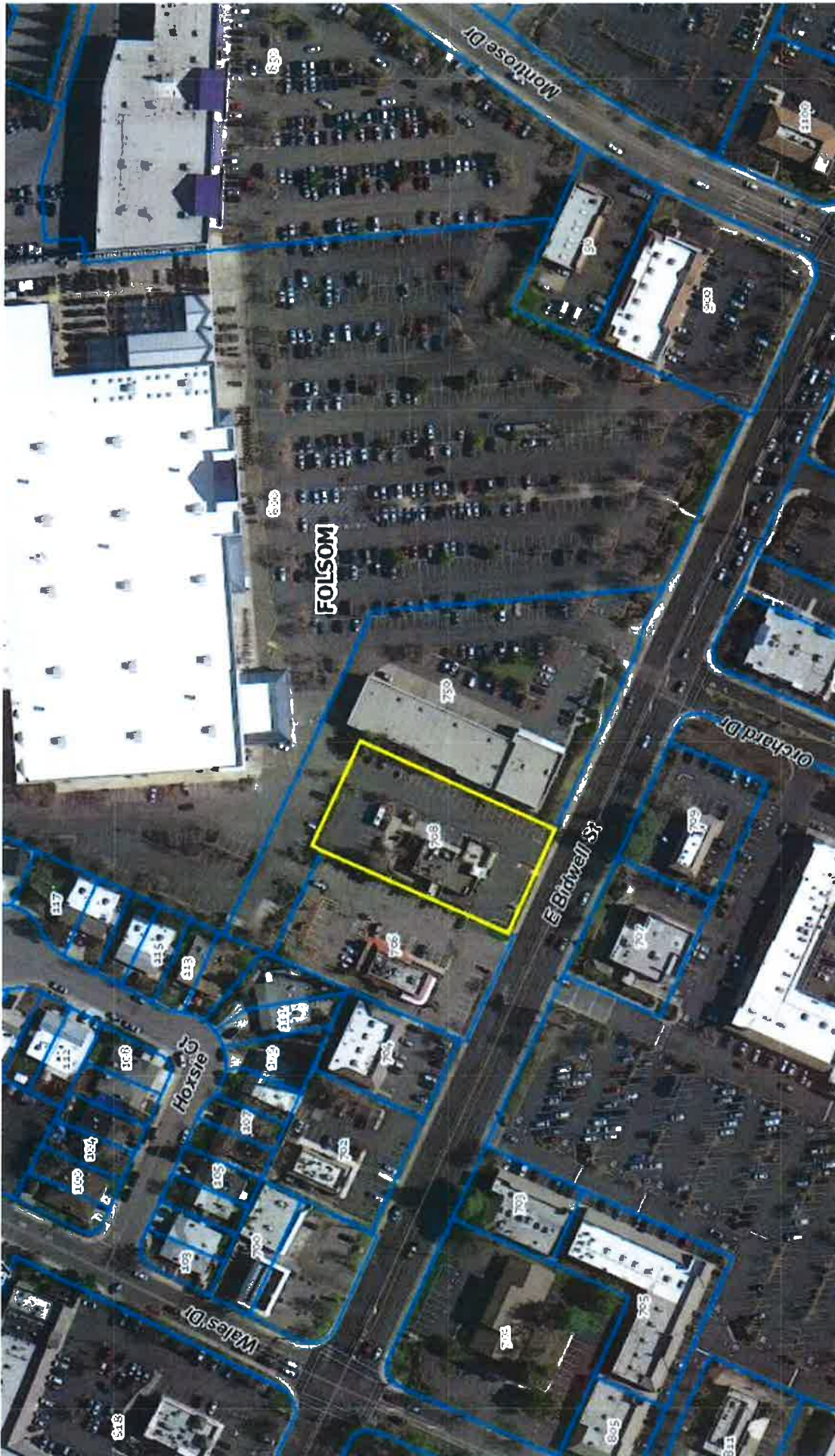
20.	Approved building address numbers shall be placed near the main entrance on the building in such a position as to be plainly visible and legible from the street fronting the property. Numbers shall be either externally or internally-illuminated on a lighting circuit powered dusk to dawn and the color shall contrast with their background. The size of the address numbers shall be a minimum of 10 inches.	B	FD
21.	Plans and specifications must be submitted and approved by the City of Folsom Fire Department prior to the start of construction.	B	FD

POLICE/SECURITY REQUIREMENTS

22.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none">• A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings).• Security measures for the safety of all construction equipment and unit appliances shall be employed.• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	B	PD
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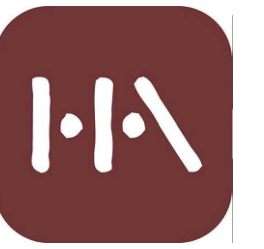
Attachment 1

Vicinity Map



Attachment 2

Site Plan, Floor Plan and Exterior Elevations, dated March 2,
2018



- EXTERIOR DESIGN
- MASTER PLANNING
- INTERIOR DESIGN
- SPACE PLANNING

kobra design
10184 kingbird avenue
fountain valley ca 92708
e: hja@kobradesign.net
p: 714.313.6815
f: 714.962.5315

THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL NEW & EXISTING DIMENSIONS, NEW & EXISTING ROOF SLOPES, NEW & EXISTING HEIGHTS AND GENERAL EXISTING CONDITIONS THEREON BEFORE COMMENCING WORK. REPORT ANY DISCREPANCIES AND/OR POTENTIAL PROBLEMS TO THE DESIGNER AND STRUCTURAL ENGINEER PRIOR TO PROCEEDING. ALL CONSTRUCTION SHALL CONFORM TO THE CBC.

submittals & revisions

- △
- △
- △
- △
- △

pinhero-thomas
contruction
ca lic. # 1009979
41541 date st
murrieta ca 92562

jimboys
708 east bidwell
folsom california 95630



project no: hja-2018-110
date: 03-02-2018

site plan,
egress plan

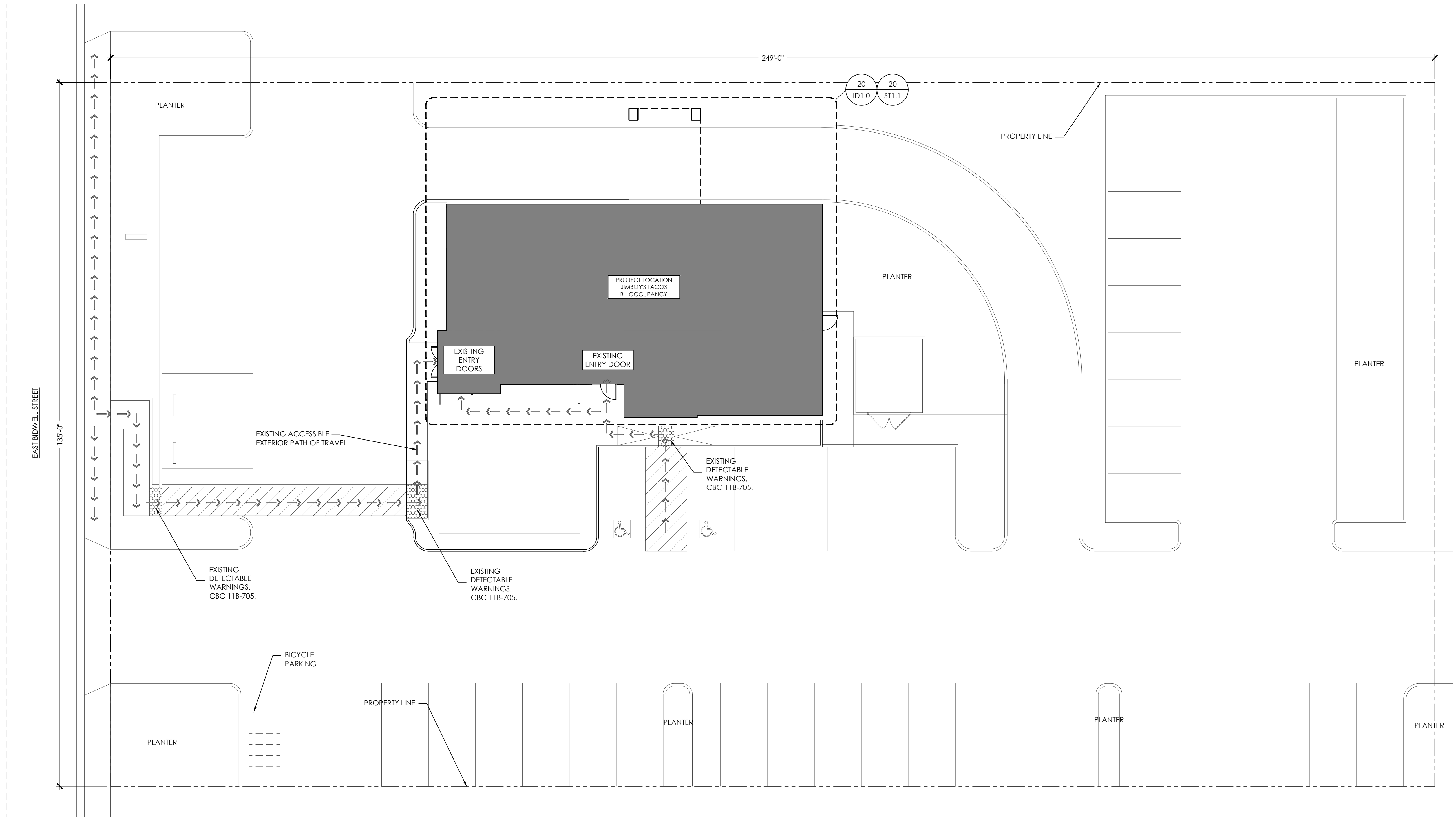
sheet:

ST1.0

ALL DIMENSIONS, HEIGHTS, AND FINISHES ARE TO FACE UNLESS OTHERWISE NOTED. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL NEW & EXISTING DIMENSIONS, NEW & EXISTING ROOF SLOPES, NEW & EXISTING HEIGHTS AND GENERAL EXISTING CONDITIONS THEREON BEFORE COMMENCING WORK. REPORT ANY DISCREPANCIES AND/OR POTENTIAL PROBLEMS TO THE DESIGNER AND STRUCTURAL ENGINEER PRIOR TO PROCEEDING. ALL CONSTRUCTION SHALL CONFORM TO THE CBC.

APN:	071-0243-077
LOT DIMENSIONS:	249'-0" x 135'-0"
GENERAL INFO:	
LOT SQ. FT.	33,915 SF
LOT ACRES	.70
TOPOGRAPHY	LEVEL
ZONING	COMMERCIAL
BLDG. SQ. FT.	2,700 SF
PAVED AREA	23,194 SF
EXISTING LANDSCAPING	5,958 SF
PARKING:	
TOTAL PARKING SPACES	59 SPACES
ACCESSIBLE SPACES	3 OF 59
(1 OF THESE VAN ACCESSIBLE)	
FOOTAGE INFO:	
(E) BUILDING	2,700 SF
(E) PATIO AREA	774 SF
(E) PLANTER AREA	423 SF

SITE PLAN NOTES



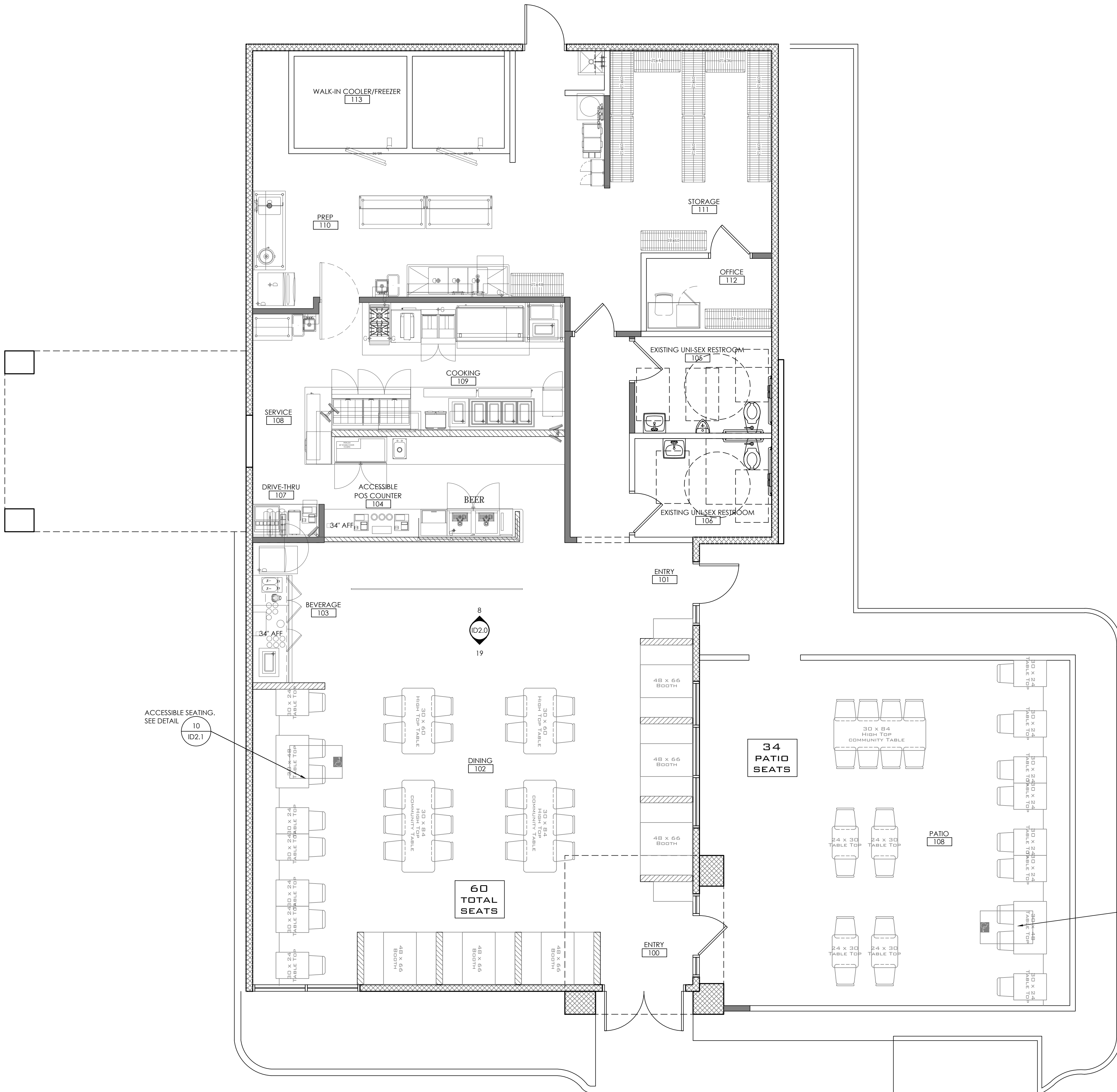
20

existing site/plot plan - for reference only

scale: 3/32"=1'-0"



ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL NEW & EXISTING DIMENSIONS, NEW & EXISTING ROOF SLOPES, NEW & EXISTING HEIGHTS AND GENERAL EXISTING CONDITIONS THEREON. BEFORE COMMENCING WORK, REPORT ANY DISCREPANCIES AND/OR POTENTIAL PROBLEMS TO THE DESIGNER AND STRUCTURAL ENGINEER PRIOR TO PROCEEDING. ALL CONSTRUCTION SHALL CONFORM TO THE CBC.



ACCESSIBLE SEATING. SEE DETAIL. 10 ID2.1

ACCESSIBLE SEATING. SEE DETAIL. 10 ID2.1

seating floor plan NORTH
scale: 1/4" = 1'-0"

20



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submittals & revisions

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- △
- △

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murieta ca 92562

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708 east bidwell
folsom california 95630



project no: hja-2018-110
date: 03-02-2018

seating
floor plan

sheet:

ID1.0

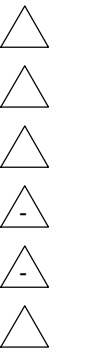


- EXTERIOR DESIGN
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submittals & revisions



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jimboys
708 east bidwell
folsom california 95630

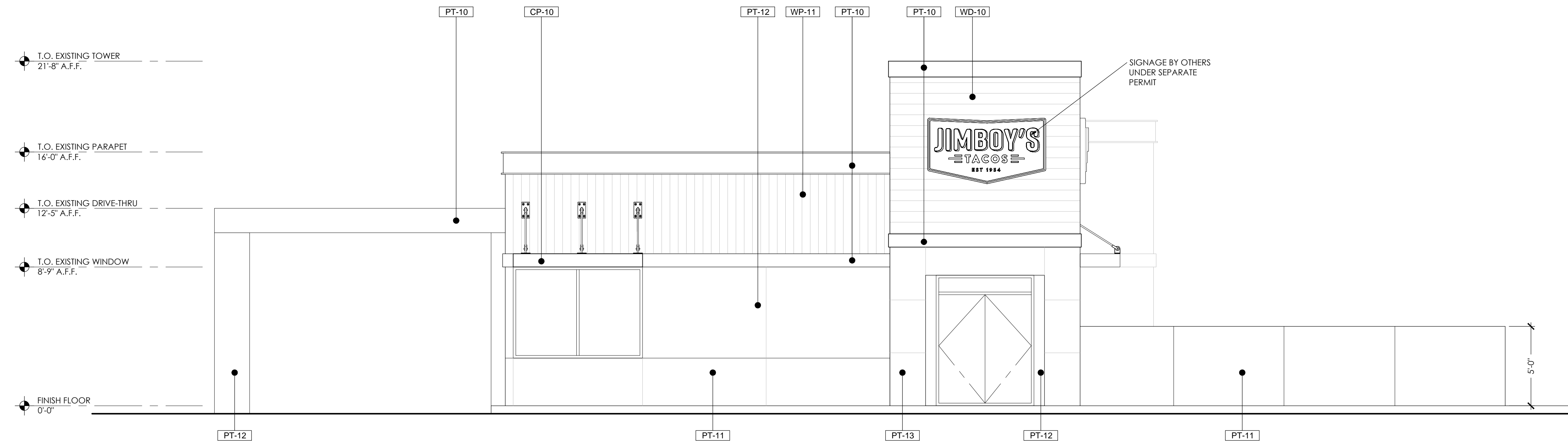


project no: hja-2018-110
date: 03-02-2018

exterior elevations

sheet:

A1.0



exterior front elevation

scale: 1/4" = 1'-0"

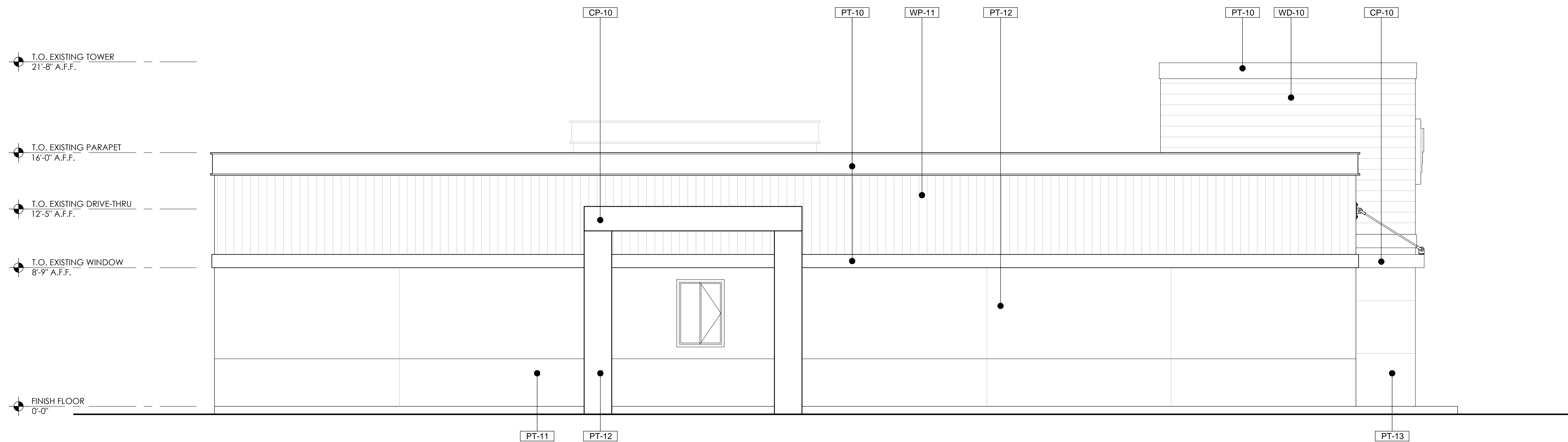
18

paint finishes

- PT-10** ITEM: EXTERIOR PAINT.
MANUF: SHERWIN WILLIAMS.
SPEC: SW7075, WEB GREY, MATTE.
LOCATION: FOAM PROFILES.
- PT-11** ITEM: EXTERIOR PAINT.
MANUF: SHERWIN WILLIAMS.
SPEC: SW6096, JUTE BROWN, MATTE.
LOCATION: WALL BASE.
- PT-12** ITEM: EXTERIOR PAINT.
MANUF: SHERWIN WILLIAMS.
SPEC: SW6387 COMPATIBLE CREAM, MATTE.
LOCATION: MIDDLE OF FACADE.
- PT-13** ITEM: EXTERIOR PAINT.
MANUF: SHERWIN WILLIAMS.
SPEC: SW6601 TANAGER, MATTE.
LOCATION: ENTRY TOWER.

wall finishes

- WD-10** ITEM: WOOD PLANK.
MANUF: PRODEMA PRODEX.
SPEC: DARK BROWN, EXPOSED FASTENER SYSTEM.
LOCATION: FACADE UNDER SIGNAGE.
- WP-11** ITEM: PRE-AGED CORRUGATED GALV. STEEL.
MANUF: LOCAL COURSE
SPEC: 42" PANEL
LOCATION: TOP OF FACADE
- CP-10** ITEM: METAL CANOPY W/ TIEBACKS.
MANUF: TBD.
SPEC: COLOR TO MATCH SW WEB GRAY.
LOCATION: ABOVE WINDOWS.



exterior left elevation

scale: 1/4" = 1'-0"

20

finish legend

25

ALL WORK SHALL BE IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODES AND ALL APPLICABLE REGULATIONS. THE DESIGNER SHALL BE RESPONSIBLE FOR VERIFYING ALL NEW & EXISTING DIMENSIONS, NEW & EXISTING ROOF SLOPES, NEW & EXISTING HEIGHTS AND GENERAL EXISTING CONDITIONS THEREON BEFORE COMMENCING WORK. REPORT ANY DISCREPANCIES AND/OR POTENTIAL PROBLEMS TO THE DESIGNER AND STRUCTURAL ENGINEER PRIOR TO PROCEEDING. ALL CONSTRUCTION SHALL CONFORM TO THE SDC.

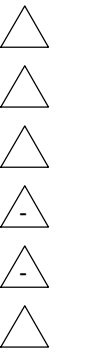


- EXTERIOR DESIGN
- MASTER PLANNING
- INTERIOR DESIGN
- SPACE PLANNING

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jimboys
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folsom california 95630

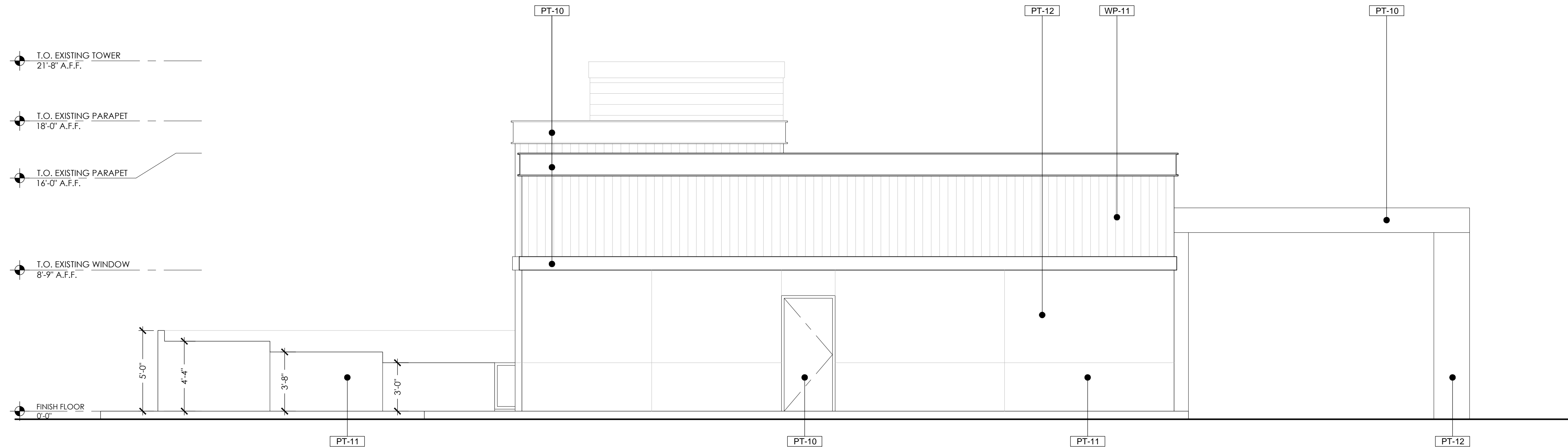


project no: hja-2018-110
date: 03-02-2018

exterior elevations

sheet:

A1.1



exterior rear elevation

scale: 1/4" = 1'-0"

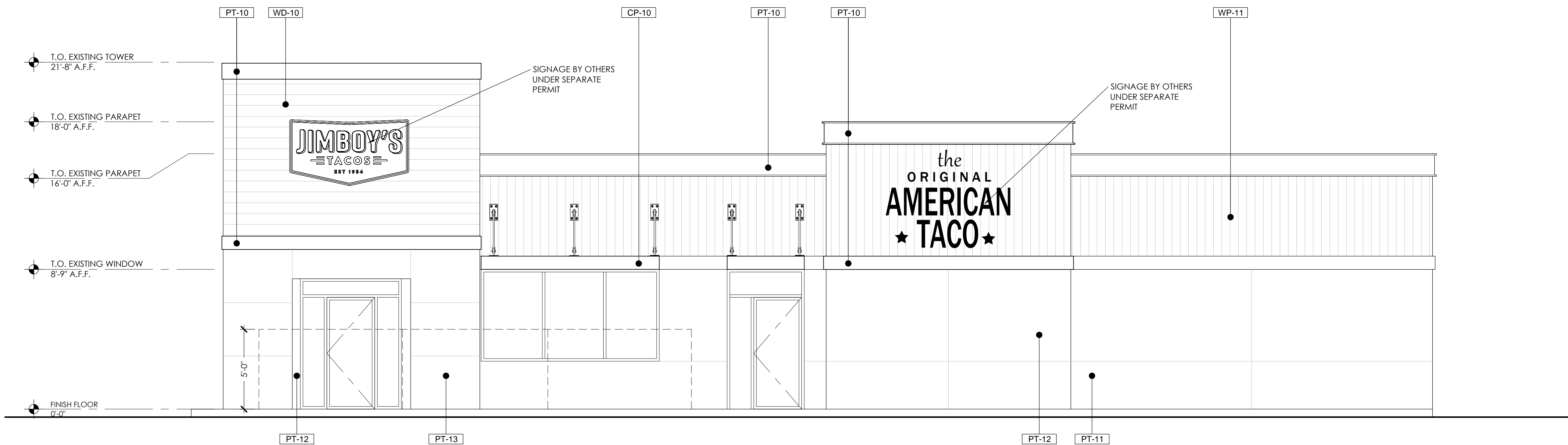
18

paint finishes

- PT-10** ITEM: EXTERIOR PAINT.
MANUF: SHERWIN WILLIAMS.
SPEC: SW7075, WEB GREY, MATTE.
LOCATION: FOAM PROFILES.
- PT-11** ITEM: EXTERIOR PAINT.
MANUF: SHERWIN WILLIAMS.
SPEC: SW6096, JUTE BROWN, MATTE.
LOCATION: WALL BASE.
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SPEC: SW6387 COMPATIBLE CREAM, MATTE.
LOCATION: MIDDLE OF FACADE.
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SPEC: SW6601 Tanager, MATTE.
LOCATION: ENTRY TOWER.

wall finishes

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SPEC: DARK BROWN, EXPOSED FASTENER SYSTEM.
LOCATION: FACADE UNDER SIGNAGE.
- WP-11** ITEM: PRE-AGED CORRUGATED GALV. STEEL.
MANUF: LOCAL COURSE
SPEC: 42" PANEL
LOCATION: TOP OF FACADE
- CP-10** ITEM: METAL CANOPY W/ TIEBACKS.
MANUF: TBD.
SPEC: COLOR TO MATCH SW WEB GRAY.
LOCATION: ABOVE WINDOWS.



exterior right elevation

scale: 1/4" = 1'-0"

20

finish legend

25

ALL WORK SHALL BE IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE (CBC) AND ALL APPLICABLE LOCAL ORDINANCES. THE DESIGNER SHALL BE RESPONSIBLE FOR VERIFYING ALL NEW & EXISTING DIMENSIONS, NEW & EXISTING ROOF SLOPES, NEW & EXISTING HEIGHTS AND GENERAL EXISTING CONDITIONS THEREON BEFORE COMMENCING WORK. REPORT ANY DISCREPANCIES AND/OR POTENTIAL PROBLEMS TO THE DESIGNER AND STRUCTURAL ENGINEER PRIOR TO PROCEEDING. ALL CONSTRUCTION SHALL CONFORM TO THE SDC.

Attachment 3

Proposed Exterior Views and Colors & Materials, dated
March 1, 2018



jimboy's tacos
folsom ca
exterior elevations
design development
opt 02

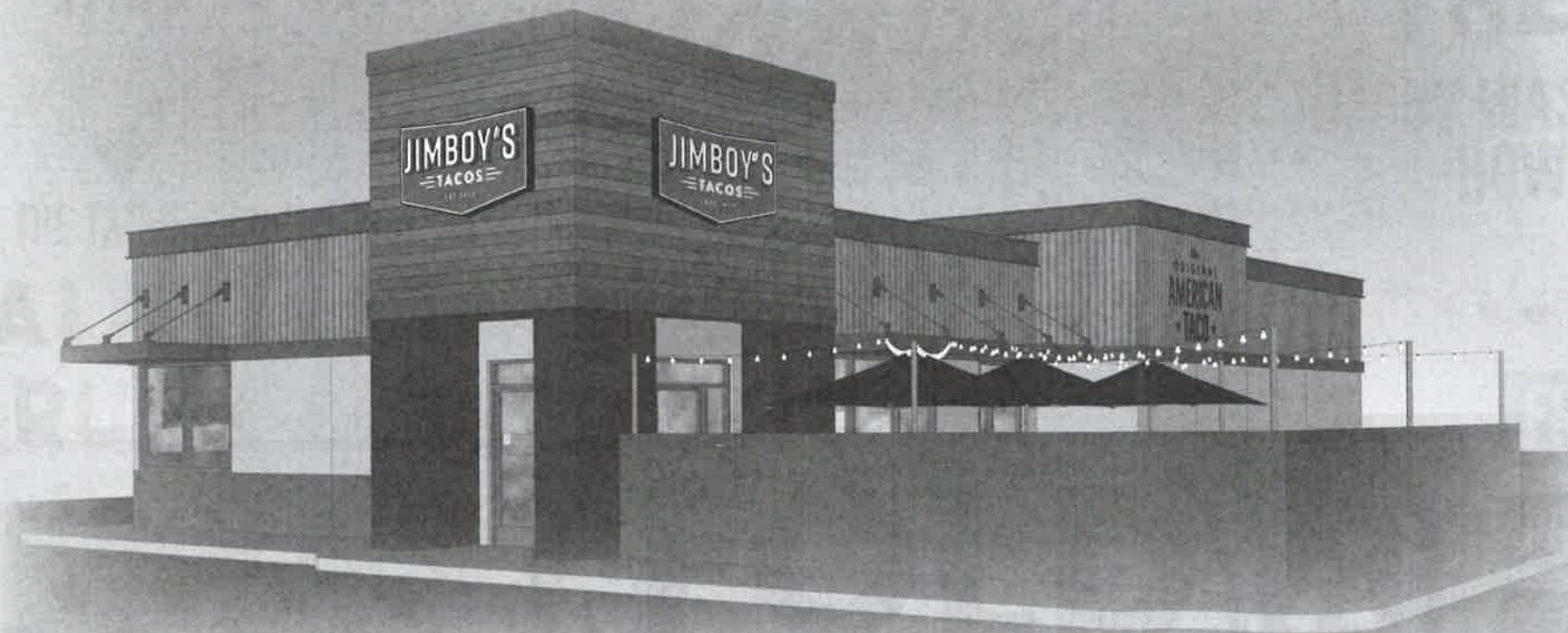
by
herman jack ajamian

march 1, 2018

proposed exterior views
pages 2-5

proposed color & materials
page 6

existing building photos
page 7



KOBRA DESIGN
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FOUNTAIN VALLEY CA 92708
HJA @ KOBRADESIGN.NET
D|714.313.6815 F|714.962.5315

jimboys folsom

March 1, 2018

JIMBOY'S NORTH AMERICA
80 IRON POINT CIRCLE #105
FOLSOM CA 95630
D|916.934.5100





view #1
jimboys folsom



KOBRA DESIGN
10184 KINGBIRD AVENUE
FOUNTAIN VALLEY CA 92708
HJA @ KOBRADESIGN.NET
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March 1, 2018

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10184 KINGBIRD AVENUE
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HJA @ KOBRADESIGN.NET
D|714.313.6815 F|714.962.5315

view #2
jimboys folsom

March 1, 2018

JIMBOY'S NORTH AMERICA
80 IRON POINT CIRCLE #105
FOLSOM CA 95630
D|916.934.5100





view #3
jimboys folsom



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FOUNTAIN VALLEY CA 92708
HJA @ KOBRADESIGN.NET
D|714.313.6815 F|714.962.5315

March 1, 2018

JIMBOY'S NORTH AMERICA
80 IRON POINT CIRCLE #105
FOLSOM CA 95630
D|916.934.5100





view #4
jimboys folsom

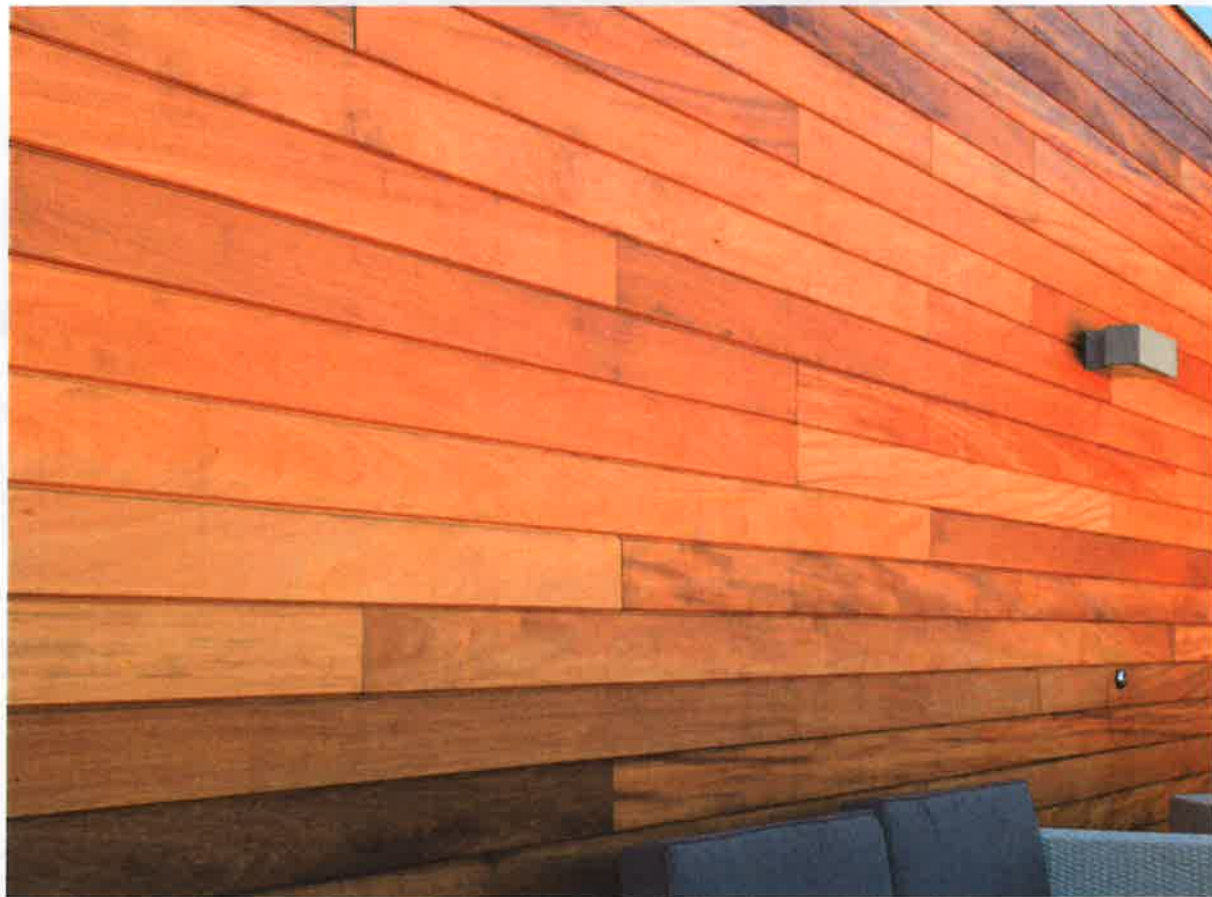


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10184 KINGBIRD AVENUE
FOUNTAIN VALLEY CA 92708
HJA @ KOBRADESIGN.NET
D|714.313.6815 F|714.962.5315

March 1, 2018

JIMBOY'S NORTH AMERICA
80 IRON POINT CIRCLE #105
FOLSOM CA 95630
D|916.934.5100





WD-10
 prodema wood plank
 or equal
 tower facade



WP-11
 pre-aged corrugated
 galvanized metal
 or equal
 building top-facade

SW 6601
Tanager
 Interior / Exterior
 Locator Number: 107-C6

PT-13
 sherwin williams
 SW6601
 "tanager"
 tower base

SW 6387
Compatible Cream
 Interior / Exterior
 Locator Number: 139-C2

PT-12
 sherwin williams
 SW6387
 "compatible cream"
 building mid-facade

SW 6096
Jute Brown
 Interior / Exterior
 Locator Number: 200-C6

PT-11
 sherwin williams
 SW6096
 "jute brown"
 building base

PT-10 & CP-10
 sherwin williams
 SW7075
 "web gray"
 canopy & parapet cap

SW 7075
Web Gray
 Interior / Exterior
 Locator Number: 235-C6



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 10184 KINGBIRD AVENUE
 FOUNTAIN VALLEY CA 92708
 HJA @ KOBRADESIGN.NET
 D|714.313.6815 F|714.962.5315

color & materials
 jimboys folsom

March 1, 2018

JIMBOY'S NORTH AMERICA
 80 IRON POINT CIRCLE #105
 FOLSOM CA 95630
 D|916.934.5100



Attachment 4
Site Photographs



KOBRA DESIGN
10184 KINGBIRD AVENUE
FOUNTAIN VALLEY CA 92708
HJA @ KOBRADESIGN.NET
D|714.313.6815 F|714.962.5315

existing building photos
jimboys folsom

March 1, 2018

JIMBOY'S NORTH AMERICA
80 IRON POINT CIRCLE #105
FOLSOM CA 95630
D|916.934.5100



Attachment 5

Photographs of Commercial Buildings in Close Proximity to Project Site





DATE: May 9, 2018

TO: Chairman & Planning Commissioners

FROM: Community Development Department

SUBJECT: Folsom Corporation Yard Sphere of Influence Amendment and Annexation Project (General Plan Amendment, Prezone and Final Environmental Impact Report)

BACKGROUND/ISSUE

In 2008, the City conducted a review of the existing corporation yard needs to determine whether existing facilities were adequate and, if not, what type of facilities would be needed to accommodate both the current city population and the City's projected build out identified the General Plan and from other foreseeable development, including the Folsom Plan Area Specific Plan which allows a projected 11,461 new housing units and 2.8 million square feet of commercial to develop in that area.

The City's existing corporation yard operations are currently split among multiple sites. The main corporation yard is located at the west end of Leidesdorff Street, with additional yards located at the water treatment plant, a yard adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street, and a yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road. The main Leidesdorff Yard (5 acres of active use) is fully occupied and unable to continue supporting current and existing requirements given its size; thus, the City has developed additional supplemental corporation yard sites in order to meet the needs of the City residents and businesses. Additionally, approximately 10 acres of area is available on the site of the former landfill for passive uses, but even with this additional area, the existing sites cannot meet current and projected needs of the City.

Existing yard operations at the Leidesdorff Yard are housed in a variety of older buildings, including prefab buildings, wood frame sheds, and modular trailers. Most buildings are poorly configured and inadequately sized for actual needs, resulting in many operating inefficiencies. Existing buildings also do not have the building materials, design features, or spaces required to meet contemporary standards for energy efficiency and cost-effective maintenance operations.

The City has long sought out an appropriately sized property buffered from residential land uses to use as a future Corporation Yard to service the City of Folsom. The existing issues of location, size and proximity of incompatible land uses at the current site are well known to the community, with light industrial uses next to residential neighborhoods being the primary complaint from residents. With cooperation from the Folsom Plan Area Landowners and Aerojet Rocketdyne (Aerojet), a site of approximately 58 acres owned by Aerojet has been offered to the City for future location of the Corporation Yard.

On May 23, 2017 the City Council unanimously approved Resolution No. 9921 which directed staff to submit a joint application with Aerojet to the Sacramento Local Agency Formation Commission (LAFCo) for a concurrent Sphere of Influence Amendment (SOIA) and Annexation of approximately 58 acres of land owned by Aerojet for the future City corporation yard (the "Project"). The Project site is located at the southeast corner of Prairie City Road and White Rock Road, just west of Scott Road in Sacramento County, California. The property will be used as a municipal corporation yard for the City of Folsom, and as such would be designated as Public and Quasi-Public Facility and pre-zoned Industrial. The project includes an SOIA, General Plan Amendment, Prezone, Annexation, and detachments from various jurisdictions under the Cortese-Knox-Hertzberg Local Government Reorganization Act. The SOIA/annexation area for the future Folsom Corporation Yard is currently within the jurisdiction of the County of Sacramento, just outside the City's jurisdictional boundary and outside the County's Urban Services Boundary (USB).

Should the SOIA, General Plan Amendment, Prezone, and Annexations/detachments be approved, the City would acquire the property in fee title and begin a more detailed planning of the design of the corporation yard. While development of a corporation yard is not part of this Project, it is a likely outcome of the Project, and therefore the impacts of a reasonable development scenario are evaluated throughout the Environmental Impact Report prepared for the Project.

PROJECT ANALYSIS

The subject 58-acre site is located south of White Rock Road at the terminus of Prairie City Road. To the west of the subject property, California State Parks has an off-highway motor vehicle park (Prairie City SVRA), which contains trails and tracks open to almost daily off-highway motor vehicle use. In addition, the SVRA hosts public events throughout the year which access the site from Scott Road and White Rock Road. While the area to the north of the site, across White Rock Road, is currently undeveloped, it is the southernmost part of the Folsom Plan Area and is currently zoned and master-planned (Folsom Plan Area Specific Plan) for a variety of uses, including open space, residential, commercial, and other uses.

The approximately 58 acre project site includes:

- 36.03 acres for the future municipal corporation yard;
- 16.25 acres for future Capital SouthEast Connector project right-of-way;
- 5.12 acres for future realignment of Scott Road if/when required by the Capital SouthEast Connector project; and
- 0.8 acre easement (included in the acquisition but not in the SOIA/annexation Project) to provide future access to Prairie City SVRA if/when the Capital SouthEast Connector decides to remove the current access.

Aside from the municipal corporation yard and accommodation for future public rights-of-way, no other use (e.g., residential, recreational, commercial...etc.) will occur on this site.

The subject site provides for sufficient buffering from future adjacent uses and provides an appropriately-sized parcel to accommodate the municipal corporation yard use necessary to serve Folsom's current and future population and needs. Part of the annexation includes over 16 acres of land that will be used for the future Capital SouthEast Connector, which is a separate and independent project with its own environmental review, analysis, and public participation and approval process through the Capital SouthEast Connector Joint Powers Authority. As such, this SOI and Annexation will help facilitate the construction of the Southeast Capital Connector project as the property to be obtained by the City also includes needed right-of-way to accommodate the Connector project. In addition, the Project also facilitates improved access to the Prairie City Road Off-Road Vehicle Park. The site has frontage along White Rock Road as well as a second point of access from Scott Road.

In addition to annexation to the City of Folsom, the Project would result in the following Annexations and Detachments from the following service districts:

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

LAFCo ultimately will take action on the above listed annexations/detachments once the SOIA has been approved by its Commission. These annexations and detachments are necessary to clear the path for the site to ultimately be served by City services.

LAFCo requires the City demonstrate that it has the ability and capacity to service the proposed annexation area, and through this process the City has prepared a Master Services Review (MSR) and a Plan For Service (PFS) in order to demonstrate that the City meets this requirement. Both of these documents are attached as reference material only (City approval is not required as LAFCo has jurisdiction over that part of the Project). In addition, the Draft Environmental Impact Report also discusses the City's ability to extend City services to the site and demonstrates the capacity to serve the facility once constructed.

GENERAL PLAN CONSISTENCY

The Project includes a proposal to designate the site Public-Quasi Public (PQP) as the site will be owned and operated by the City of Folsom as a municipal corporation yard. Since this Project is

moving in advance of the adoption of the 2035 General Plan, the existing 1988 General Plan has been reviewed for conformance with this Project. The relevant policies are discussed below:

Policy 2.3 General Plan Amendments may be approved when the applicant has successfully indicated substantial benefit could be derived from the project. The City's corporation yard operations are currently split among multiple sites that cannot meet current and projected City corporation yard requirements. The Project site will provide the appropriate size parcel to accommodate the variety of corporation yard uses needed to serve Folsom's population as well as sufficient buffering from future adjacent uses. Additionally, the Project will help facilitate construction of the Southeast Capital Connector project, which will benefit the citizens of Folsom by providing 16.25 acres of needed right-of-way and improve access to the Prairie City SVRA by providing a 0.8-acre easement for future access if/when the Capital Southeast Connector project determines whether to eliminate the existing access.

1. Requests for land use changes must consider each of the nine General Plan Elements and their respective General Plan goals, programs, and policies. Staff has evaluated each of the nine General Plan Elements and their respective goals, programs, and policies. All relevant goals, programs, and policies are analyzed herein below in this Section titled "General Plan Consistency." Based on said analysis, staff has concluded the Project is consistent with all goals, programs, and policies of the General Plan, except for Policy 7.2, which staff proposes to amend.

2. Requests for land use changes must include an evaluation of economic, social, and environmental factors which would be enhanced by a change in the land use. Staff has evaluated the economic, social, and environmental factors that will be enhanced by the Project in Attachment No. 7.

3. Design features for open space, improved recreational facilities, protection of natural features and sensitivity to surrounding development shall be carefully evaluated. The EIR evaluated design features for open space, protection of natural features, and sensitivity to surrounding development. As improved recreational facilities are not relevant to the Project, they are not addressed here. With the mitigation measures identified in the EIR, staff has concluded the Project is consistent with Policy 2.3.

Policy 6.3- "A new Sphere of Influence boundary shall include only those lands to which road, water, sewer and other facility/service connections can be extended within the next 25 to 30 years and therefore, to those areas which will ultimately be annexed to the City." The Project includes a concurrent Sphere of Influence application and Annexation for the 58-acre site to be used as a municipal corporation yard, which is consistent with this policy. The proposed SOIA/Annexation does not contain any other land that could be developed.

Policy 7.1- "The City shall only annex those lands which can be developed in accordance with the City's General Plan, are fiscally sound additions to the City, can be adequately served by municipal (or acceptable alternative) facilities and services, and are part of a planned, orderly

annexation program.” The scope of the Project is to incorporate a 58-acre area into the City of Folsom boundaries so it can be used as a new municipal corporation yard. The site will be served with municipal facilities and services consistent with this policy.

Policy 7.3- *“Prior to the annexation of lands to the City, the applicant shall submit a plan demonstrating the financial feasibility of providing services and facilities to the area proposed for annexation.”* Chapter 5 of the MSR (Attachment No. 5) evaluated whether municipal service providers can feasibly finance and extend infrastructure, services, and facilities in a timely manner to the proposed Project. Based on the evaluation set forth therein, road, water, sewer and other facility/service connections can all be extended to the Project and, therefore, the Project is consistent with Policy 7.3.

Policy 7.4- *“The General Plan and zoning designations for annexed lands should consider the following criteria: 1. The Capacity of facilities and municipal services. 2. The environmental effects that development on land proposed for annexation may have on properties within the existing city limits. 3. Existing land uses, if any, on and in the vicinity of the annexed land. 4. The extent of any natural habitats and features of the landscape which should be preserved. 5. The demonstrated need for additional housing, retail commercial uses, other uses and industrial uses.”* The City has considered this policy in determining the appropriate rezoning and General Plan Designation for the site. Given the limited scope of the Project and the sole purpose of the site for use as a corporation yard, staff has concluded that the Project is consistent with this policy.

GENERAL PLAN AMENDMENT

For the Project to conform to the City’s General Plan, the following General Plan Policy 7.2 needs to be amended as outlined below.

General Plan Policy 7.2- *“All properties proposed for annexation shall be rezoned by the City in a manner consistent with the General Plan. Until such facilities and services can be provided, such properties will be designated as agricultural reserve. The existing County zoning or General Plan designation which applies to a property may be considered in determining the appropriate rezoning of the subject land which is served by on-site facilities or connected to County Facilities.”* This particular policy states that the site should be pre-zoned agricultural until utilities can be extended to the site. The City has the capacity and the ability to extend services to this site and proposes to designate the area Industrial. Staff recommends that this policy be amended to account for City facilities as proposed (proposed new language in bold and underline):

“All properties proposed for annexation shall be rezoned by the City in a manner consistent with the General Plan. Until such facilities and services can be provided, such properties will be designated as agricultural reserve with exception that the new City Corporation Yard site located south of White Rock Road at the terminus of Prairie City Road may be rezoned to accommodate industrial uses associated with a municipal corporation yard use. The existing County zoning or General Plan designation which applies to a property may be considered in determining the appropriate rezoning of the subject land which is served by on-site facilities or connected to County Facilities.”

PREZONING

Part of the project includes pre-zoning the subject property consistent with California Government Code Sections 56375 and 65859 and the Folsom General Plan. The pre-zone exhibit is found in Attachment No. 4. The proposal is to designate the site General Industrial (M-2) to accommodate the anticipated uses associated with the municipal corporation yard (e.g., vehicle maintenance, outdoor storage, equipment and material staging, sign fabrication...etc.) which are industrial in nature.

ENVIRONMENTAL ANALYSIS

The Draft EIR was prepared for public circulation, review and comment and released on February 5, 2018. A public workshop was held on March 7, 2018 at both City and LAFCo. The Final EIR was released on May 1, 2018, and consists of the DEIR and the comments, responses to comments, and revisions to the DEIR.

The Draft EIR (DEIR) addresses the following technical topics:

Aesthetics – The DEIR describes the potential visibility of the Project from surrounding land uses and viewsheds. It also describes the changes in visual character and potential impacts to scenic resources from conversion of the Project site from a largely agricultural/grazing use to urban development.

Agriculture & Forestry Resources – The DEIR evaluates potential agricultural and forestry land to urban uses and identified any indirect impacts on surrounding agricultural lands. The EIR addresses the potential contribution to the loss of agricultural lands in the region.

Air Quality – The DEIR describes regional and local air quality in the project vicinity and evaluated the potentially significant air quality impacts during project construction (temporary, short term) and operation (long term). The estimated air emissions were modeled and compared to emissions thresholds of the Sacramento Metropolitan Air Quality Management District.

Biological Resources – The DEIR describes the existing biological resources in the area and evaluates the potential impacts on those biological resources (wetland, botanical, wildlife, and aquatic).

Cultural and Tribal Cultural Resources – The DEIR analyzes and evaluates the potential impacts of the future development of the corporation yard on known or unknown archaeological, historical paleontological and tribal cultural resources. The DEIR also includes a Native American Heritage Commission (NAHC) search of the Sacred Lands File and consultation with the list of suitable tribal representatives and individuals that may have an interest in the project, as provided by NAHC.

Energy – The DEIR includes a discussion of the potential energy impacts of the project with an emphasis on whether the project would result in an inefficient, wasteful, and unnecessary consumption of energy.

Greenhouse Gas Emissions and Climate Change- The DEIR includes a summary of current state of climate change science and greenhouse gas emissions (GHG) sources, a

summary of applicable regulations and a quantification of project generated GHG emissions and a discussion of the project potential contribution to global climate change.

Hazards and Hazardous Materials- The DEIR describes the potential for existing hazards in the proposed project site and provides a quantitative evaluation of the project's potential to create a significant hazard for the public or environment.

Hydrology and Water Quality – The DEIR evaluates potential effects on hydrology and water quality including climate, hydrology, ground water, flooding and water quality.

Noise and Vibration – The DEIR describes the potential construction and operational noise impacts and compared these impacts to applicable noise thresholds. It also addresses the land use compatibility from a noise standpoint of the project with existing and future expected noise levels, including traffic noise generated at nearby roadways and the Prairie City State Vehicular Recreation Area.

Traffic and Circulation – The DEIR evaluates potential impacts on local and regional transportation facilities. Roadway, transit, bicycle, and pedestrian components of the overall transportation network are included in this analysis. The evaluation is based on a transportation analysis provided by Fehr and Peers that evaluated local intersections, roadway segments, and project-related vehicle trips, access scenarios, local transit operations, and the surrounding roadway network.

Utilities and Service Systems– The DEIR addresses potential effects associated with the increased demand for water, wastewater, and solid waste disposal attributable to the proposed municipal corporation yard use.

Cumulative Impacts – The DEIR analyzes the potential cumulative impacts of the project in conjunction with past, present, and reasonably foreseeable related projects as relevant to each of the environmental technical sections.

Project Alternatives- Pursuant to Section 15126.6(c) of the State CEQA Guidelines, this Draft EIR includes a reasonable range of alternatives to the project. As described in Chapter 5, Project Alternatives, there were no other feasible alternatives to the project.

Public Comments on DEIR

During the DEIR Public Review period staff received eight comments from individuals/organizations listed below.

1. Email from LJ Laurent, dated 2-5-18
2. Email from LJ Laurent, dated 2-5-18
3. Email from Barbara Leary, dated 3-7-18
4. Letter from Sacramento County Office of Planning and Environmental Review and DOT dated 3-19-18
5. Letter from SMUD, dated 3-20-18
6. Letter from California Native Plant Society, dated 3-21-18
7. Letter from Friends of Swainson's Hawk, dated 3-21-18

8. Sacramento Metropolitan Air Quality Management District, dated 4-16-18

Each of the comment letters has been incorporated into the Final EIR, and each comment has been responded to in the Final EIR as required under the CEQA Guidelines.

The City distributed the DEIR to the Planning Commission in February 2018. Given the size of the document it has not been attached to this staff report, however it is available on the City of Folsom website at www.folsom.ca.us.

Environmental Impact Report Summary

The City of Folsom (City) has caused an Draft Environmental Impact Report (EIR) to be prepared pursuant to the California Environmental Quality Act (CEQA), with Sacramento LAFCo (LAFCo) and the City as co-lead agencies. A notice of preparation (NOP) of the DEIR was filed with the Office of Planning and Research and with each responsible and trustee agency, and was circulated for public comments from November 7, 2017 through December 8, 2017.

On February 5, 2018, LAFCo and the City released the DEIR for public review and comment. The comment period closed on March 22, 2018. The DEIR evaluated all of the potential environmental impacts of the Project and a reasonable range of alternatives, including alternatives initially considered but ultimately rejected for analysis and a No Project Alternative. The DEIR also evaluated proposed mitigation measures to reduce impacts deemed to be potentially significant.

A public scoping meeting to receive comments regarding the issues to be covered in the DEIR was held on December 4, 2017, at the Folsom Library Meeting Room. Additionally, LAFCo and the City accepted verbal comments related to the DEIR at concurrent public workshops on March 7, 2018, at the Sacramento LAFCo Commission, Board Chambers, and at the Folsom Planning Commission, Council Chambers. In the Final EIR (FEIR), LAFCo and the City provided written responses to all eight sets of comments received during and after the comment period referenced above for the DEIR.

The FEIR was released on May 1, 2018, and consists of the DEIR and the comments received, responses to comments, corrections and revisions to the DEIR, and a Mitigation Monitoring and Reporting Program (MMRP). The City has provided all notices necessary for its consideration of approving and certifying the FEIR (Attachment No. 8) at the time and in the manner required by State law and the City Code.

Findings of Fact and Statement of Overriding Considerations

Attachment No. 7 constitutes the Findings of Fact (Findings) and associated Statement of Overriding Considerations (SOC) for the Folsom Corporation Yard Sphere of Influence Amendment and Annexation Project (the "Project"). The Findings have been prepared pursuant to the requirements of Public Resources Code section 21081(a) and State CEQA Guidelines

(California Code of Regulations, title 14) section 15091, and the SOC has been prepared pursuant to Public Resources Code section 21081(b) and State CEQA Guidelines Section 15093.

The Findings contained in Attachment No. 7 are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project and the EIR. The Findings constitute the independent judgment of the City of Folsom in all respects and are fully supported by substantial evidence in the record as a whole. The Findings conclude that all but a few of the potential environmental impacts evaluated in the DEIR can be mitigated to a less than significant level.

Although the Findings identify specific sections within the DEIR in support of various conclusions reached, the Findings do not repeat the full discussions of environmental impacts contained in the EIR. Staff recommends that the City Council incorporate by reference and adopt as its own, the reasoning and analysis set forth in the DEIR and thus rely on that reasoning, even where not specifically mentioned or cited in the Findings, in reaching the conclusions set forth therein, except where additional evidence is specifically mentioned. This is especially true with respect to all of the mitigation measures recommended in the DEIR and the reasoning set forth in responses to comments in the EIR. The DEIR, comments and responses to comments, and all appendices represent the City's independent judgment, and are hereby fully incorporated herein.

In determining whether to approve a project, CEQA requires all public agencies to balance the benefits of a project against any unavoidable environmental impacts. The City, pursuant to CEQA, proposes to approve the Project despite the significant unavoidable adverse impacts identified in the EIR. The DEIR consists of a text volume and associated appendices: the DEIR text, the DEIR technical appendices (included on CD on back cover), and the FEIR text.

The EIR identifies and discusses significant and unavoidable effects, including cumulatively considerable effects that would occur as a result of implementing the Project. With implementation of the Mitigation Monitoring and Reporting Program adopted by the City to mitigate or avoid significant impacts on the environment, most of the environmental impacts of the project can be reduced to a less-than-significant level. However, the EIR nonetheless determined that the Project is expected to result in certain significant and unavoidable impacts.

Findings on Alternatives

CEQA requires a lead agency to determine, with respect to any significant and unavoidable environmental effects, whether there are any project alternatives that are both environmentally superior and feasible. The DEIR evaluated a reasonable range of alternatives, including a No Project Alternative. The City also considered, but ultimately rejected, a number of alternative sites for the Project, both within and outside of the City boundaries. The No Project Alternative was the environmentally superior alternative, but would not avoid all environmental impacts, or meet the objectives stated in the DEIR, including objectives to develop a consolidated

corporation yard, minimize land use conflicts, improve site security, and remove land use conflicts from the residential neighborhoods in the Historic District. The Findings conclude that this alternative is infeasible based on substantial evidence in the entire record. Each of these reasons constitute an independent basis for concluding that the proposed project is the most desirable, feasible, and appropriate, and for rejecting the other alternative and other combinations and/or variations of alternatives as infeasible.

Significant and Unavoidable Impacts

As mentioned above, there are certain significant and unavoidable impacts associated with the buildout of the Project. The categories that contain significant and unavoidable impacts are:

- Aesthetics
- Air Quality
- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Noise and Vibration

Overriding Considerations

The EIR considered all potentially feasible mitigation measures to substantially lessen or avoid the Project's significant and unavoidable impacts. Where feasible, mitigation measures have been proposed as part of the Project, but it is not feasible to fully mitigate all of the Project impacts. The City finds and determines that (1) the majority of the significant impacts of the Project will be reduced to acceptable levels by implementation of the mitigation measures recommended in the findings; (2) the City's approval of the Project as proposed will result in certain significant adverse environmental effects that cannot be avoided or reduced to a less-than-significant level even with the incorporation of all feasible mitigation measures into the Project; and (3) there are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level the remaining significant environmental impacts.

In light of the environmental, social, economic, and other considerations identified in the Findings contained in Attachment No. 7, and the considerations set forth below related to this Project, the Commission may recommend that the Council approve, and City Council may choose to approve, the Project if, in the Commission's and the Council's views, the economic, social, technological, and other benefits resulting from the Project outweigh the Project's significant effects on the environment.

The following statements identify the reasons why the benefits of the Project outweigh its significant effects on the environment. The substantial evidence supporting the enumerated benefits of the Project can be found in the Findings of Fact, which are herein incorporated by

reference; in the Project itself; and in the record of proceedings. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the Project outweigh its significant effects on the environment and is an overriding consideration warranting approval.

The City may find that the Project, as conditionally approved, will have the following economic, social, technological, and environmental benefits:

1. The Project would amend the sphere of influence boundary beyond the existing Folsom city limits to accommodate a corporation yard site compatible with City of Folsom and Sacramento County policies consistent with project objectives (DEIR pp. 1-2, 6-14).
2. The Project is the logical extension of the City's boundaries consistent with the requirements of the Cortese-Knox Hertzberg Act (DEIR p. 6-14).
3. The current City of Folsom corporation yard is inadequate to serve the current and future needs of the City, and no sites within the City limits are available and could accommodate such uses without resulting in greater environmental impacts (DEIR pp. 2-1 to 2-5, 5-7 to 5-18).
4. The Project would consolidate corporation yard uses from multiple locations to improve overall operational efficiencies, minimize duplication of material and equipment, minimize unproductive travel time between sites, improve staff coordination and supervision, minimize land use conflicts, and improve overall site security (DEIR pp. 2-1 to 2-5).
5. The Project will provide a new corporation yard site which would remove current corporation yard uses from the City's Historic District and other locations where land use conflicts are present (Draft EIR pp. 2-1 to 2-5, 2-25, 5-7 to 5-18).
6. The Project will provide state-of-the art facilities that support important public services throughout the City and that will accommodate the projected demands for these services associated with buildout under the General Plan (DEIR pp. 2-1 to 2-5, 2-20 to 2-23).
7. The future corporation yard will be designed and built to incorporate state-of-the-art energy efficiency standards that would meet qualifications for Leadership in Energy and Environmental Design (LEED) certification (DEIR p. 2-20).

ATTACHMENTS

1. Location Map
2. Corporation Yard Needs Assessment
3. General Plan Amendment Exhibit
4. Pre-zone Exhibit
5. Master Services Review
6. Plan For Services

7. Findings of Fact and Statement of Overriding Considerations
8. Final Environmental Impact Report and Mitigation Monitoring and Reporting Program

RECOMMENDED PLANNING COMMISSION ACTION

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE FINAL ENVIRONMENTAL IMPACT REPORT AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION PROJECT;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE GENERAL PLAN AMENDMENT FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION PROJECT;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE PREZONING FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION PROJECT.

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY LAW.
- B. THE PROPOSED GENERAL PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE FOLSOM GENERAL PLAN (AS AMENDED).
- C. THE PROPOSED GENERAL PLAN AMENDMENT COMPLIES WITH THE REQUIREMENT OF THE GOVERNMENT CODE SECTION 65352.3 IN THAT THE CITY OF FOLSOM HAS CONSULTED WITH ALL TRIBES REQUESTING CONSULTATION ON THE PROPOSED PROJECT.

CEQA FINDINGS

- D. A FINAL ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.
- E. THE PLANNING COMMISSION HAS CONSIDERED THE FINAL ENVIRONMENTAL IMPACT REPORT BEFORE MAKING A DECISION REGARDING THE PROJECT.
- F. THE FINAL ENVIRONMENTAL IMPACT REPORT REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.

- G. THE FINAL ENVIRONMENTAL IMPACT REPORT HAS DETERMINED THAT THE PROJECT, EVEN WITH IMPOSITION OF FEASIBLE MITIGATION MEASURES, WOULD NONETHELESS HAVE CERTAIN SIGNIFICANT AND UNAVOIDABLE EFFECTS ON THE ENVIRONMENT.
- H. THE PLANNING COMMISSION HAS CONSIDERED THE FINAL ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION PROJECT, AND ALSO CONSIDERED THE SIGNIFICANT AND UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS OF THE PROJECT.
- I. THE PLANNING COMMISSION FINDS THAT THERE ARE PROJECT BENEFITS THAT WOULD OUTWEIGH THE ADVERSE IMPACTS IDENTIFIED IN THE FINAL ENVIRONMENTAL IMPACT REPORT, AND ON THAT BASIS, RECOMMENDS THAT THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION PROJECT, ADOPT FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION PROJECT.

Submitted,

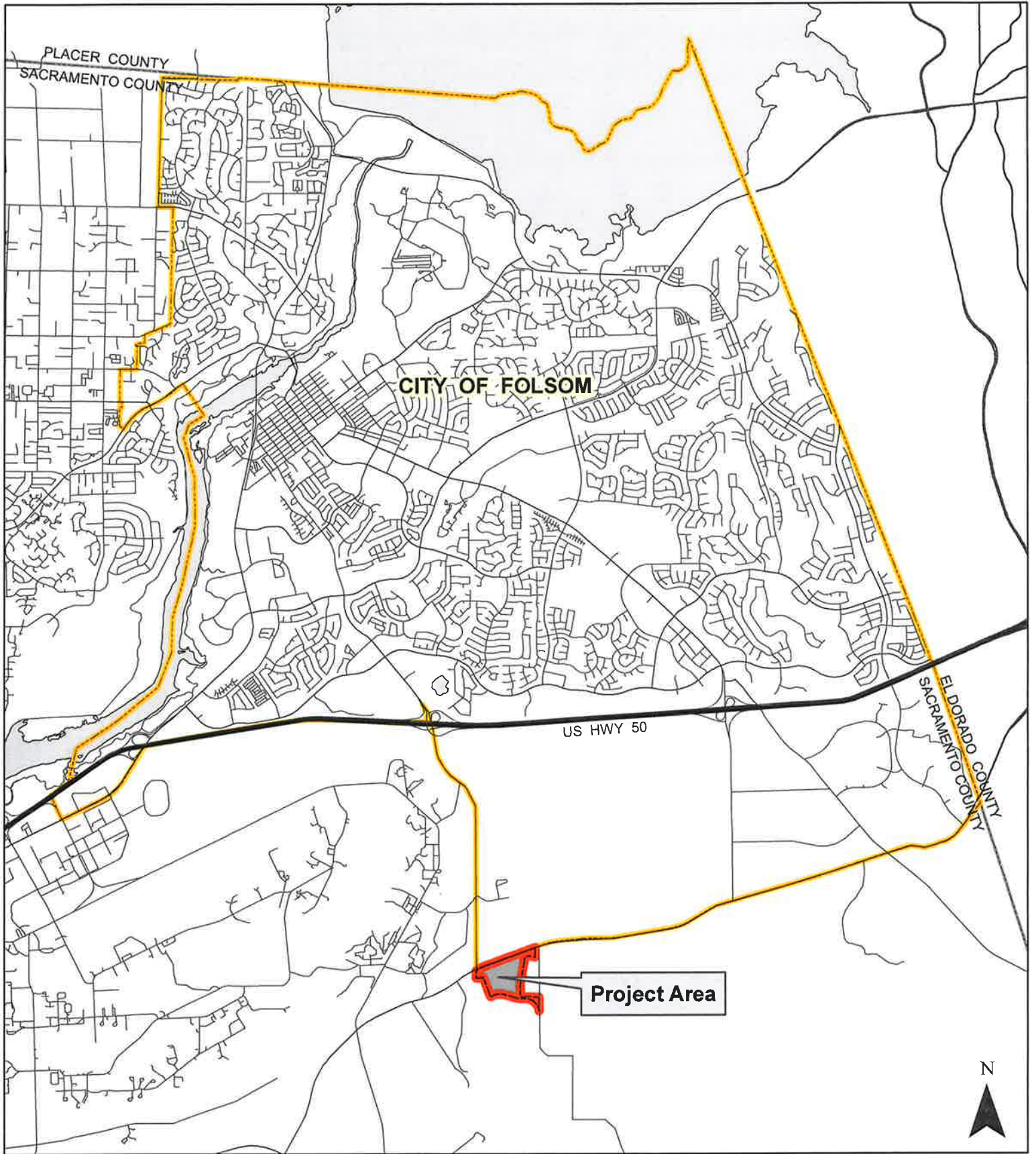


Pam Johns

Community Development Director

ATTACHMENT NO. 1

Location Map



VICINITY MAP

ATTACHMENT NO. 2

Corporation Yard Needs Assessment



FOLLSOM
SUSTAINING THE NATURAL



Corporation Yard Needs Assessment Study

April 2008

October 17, 2008 (revised)

The SGS Group

City of Folsom

City Manager – Kerry Miller
Utilities – Ken Payne, Director
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Executive Summary

Purpose of Study

- Conduct a needs assessment study to identify current and future space and site area requirements for the City of Folsom's corporation yard.
- Identify current and future staff, space, and site area requirements for each City department that is a potential candidate for location at the City's corporation yard.
- Develop planning assumptions and guidelines for the development of corporation yard facilities.
- Prepare a preliminary conceptual site plan for a new consolidated corporation yard.

Summary of Findings

- The City's corporation yard operations are currently split among multiple sites. The main corporation yard is at the west end of Leidesdorff Street with additional yards located at the Water Treatment Plant, a satellite yard storage area on Sibley Street, a yard adjacent to the Folsom City Zoo Sanctuary and Rodeo

Park on Stafford Street, and a fifth yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road.

- Developing a single, consolidated corporation yard is desirable to improve operating efficiencies, minimize duplication of material and equipment, minimize unproductive travel time between sites, improve staff coordination and supervision, and improve overall site security.

- Departments that require or could benefit from office, warehouse, shop, and yard space at the corporation yard include the following:

Parks and Recreation

Park Maintenance

Public Works

Street Maintenance

Transit

Utilities

Administration

Fleet Management

Solid Waste

Utility Maintenance

Wastewater

Water

- The main Leidesdorff Yard is fully occupied and unable to support current requirements; thus, the City has developed multiple corporation yards to meet current needs. Some additional acreage is available on the site of the former landfill, but even with this site the existing Leidesdorff Yard cannot meet current corporation yard requirements.
- To consolidate all City corporation yard operations at a single site, the development of a new, replacement corporation yard is required.
- Existing yard operations at the Leidesdorff Yard are housed in a variety of older buildings including prefab buildings, wood frame sheds, and modular trailers. Most buildings are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. Existing buildings do not provide the type of spaces required to meet contemporary standards for efficient and cost-effective maintenance operations.
- In the future, development of a solid waste transfer station and material recovery facility may be appropriate. Such a facility is not currently available within the city limits, thereby requiring

Editor's Note

October 2008

This report was first prepared in April 2008. Since that time the United States has experienced a severe economic and financial system crisis. This crisis has significantly impacted the housing market not only nationwide but locally, with very little new housing development occurring and most previously approved development plans either postponed indefinitely or proceeding at significantly reduced activity levels.

As a result of the current economic and housing crisis, the rate of development projected in the April 2008 *Corporation Yards Needs Assessment Study* report will not occur within the original timeframe. At this time it is not possible to project with any level of certainty when the local economy will recover from this economic turmoil and when development of the area south of Highway 50 that is within the City's current Sphere of Influence will occur.

Current population projections from the Sacramento Area Council of Governments for the City of Folsom assume that there will be little population growth over the next several years. As the country's economic and housing crisis is resolved, new housing development will again occur. The

Sacramento Area Council of Governments has developed population projects for the year 2035 that indicate significant development will occur in the area south of Highway 50 that is within the City's current Sphere of Influence but maximum build-out will not be attained at that time. This update of the April 2008 needs assessment study report assumes that maximum population build-out will occur somewhere in the year 2035-2050 timeframe.

The staff and space projections presented in the April 2008 needs assessment report were based on the assumption that significant development of the area south of Highway 50 would occur within the next few years, with significant new housing and infrastructure in place by the year 2011. This, now, is unlikely to occur. As a result, those earlier staff and space projections are unlikely to occur within the previously assumed timeframe, which was through the year 2026 by which time the City of Folsom would be rapidly approaching maximum population build-out.

It is now anticipated that City population build-out will not occur until the year 2035-2050 timeframe. As a result, the staff and space projections that were previously projected for the year 2026 will not now be reached until the year 2035-2050 timeframe.

This revised *Corporation Yard Needs Assessment Study* report has updated the data

and projections presented in the April 2008 *Corporation Yard Needs Assessment Study* report primarily by (1) revising the City's population projections to reflect current Sacramento Area Council of Governments projections, (2) assuming development of the area south of Highway 50 will not occur as rapidly as previously thought, (3) assuming the City's maximum build-out population will not occur by the year 2035 but will be extended to the year 2035-2050 timeframe, and, (4) as a consequence, by extending the study timeframe from the year 2026 through the year 2050. These adjustments do not, however, change the long-term staff and space projections presented in the April 2008 report. Rather, they only extend the timeframe over which those staff and space requirements will be realized.

The previous staff and space projections were developed to identify staff and space requirements for the City's corporation yard upon build-out of the area south of Highway 50 that is within the City's current Sphere of Influence. That premise has not changed. Only what has changed is the timeframe over which those staff and space requirements will be realized. The City's long-range space needs for its corporation yard remain unchanged from those identified in the April 2008 report. The only change is the timeframe, but not the need.

- refuse and recycling vehicles to travel significant distances outside the city to dispose of solid waste and recyclable materials.
- The City's current population is 63,710 residents exclusive of the Folsom Prison population. By the year 2035, its population is projected to increase to 77,500 residents. Plans to annex the area south of Highway 50 that is within the City's current Sphere of Influence will further increase the City's population to approximately 97,500 residents by the year 2035, with a maximum build-out of approximately 109,000 residents.
- There is currently 177 staff that should be located at the existing Leidesdorff Yard if sufficient space were available. With the annexation and development of the area south of Highway 50, those staff levels are projected to increase to 314 upon attainment of maximum build-out of the City's existing boundaries and those within the current Sphere of Influence area south of Highway 50. This reflects an average annual growth rate of 1.3% from the present through build-out, which is assumed to be in the year 2035-2050 timeframe. This staff growth rate is equal to the City's population growth rate over the same time period.
- The operations included in this corporation yard needs assessment and planning study have a current requirement for 105,612 net square feet (nsf) of built space. This includes all office, office support, warehouse, shop, and other special use spaces. By the year 2016, the built space requirement is projected to increase to 114,651 nsf. With the development of a Solid Waste transfer station, built space requirements increase to 169,504 nsf by the year 2026. Upon attainment of population build-out, requirements are for 174,388 nsf.
- Long-term requirements for 174,388 nsf of built space include 38,739 nsf for office and support space, 27,155 nsf for warehouse and enclosed storage space, 27,155 nsf for shops and other specialized use spaces, and 52,500 nsf for a solid waste transfer station and material recovery facility.
- If all corporation yard operations were located on a single, consolidated site, there would be a current requirement for 19.5 acres. By the year 2016, the site area requirement increases slightly to 21.6 acres. With the development of a Solid Waste Transfer Station and the development of the area south of Highway 50, there is a requirement for 31.6 acres by the year 2026. As the development of the area south of Highway 50 continues, total corporation yard requirements increase to 34.2 acres upon population build-out.
- The existing Leidesdorff corporation yard site of approximately five acres, with a maximum buildable area of approximately ten acres if the former landfill area can be made available for corporation yard uses, can accommodate neither current nor future corporation yard requirements. Continued reliance on multiple corporation yard locations, as is the case presently, would be required. To meet long-term corporation yard needs, the acquisition of a new, replacement site is required.
- Beyond the year 2026 the City's population will continue to grow, although at a much slower rate as the current Sphere of Influence area south of Highway 50 becomes fully developed, and so too will the City's corporation yard needs. To provide longer-term flexibility, it would be desirable to acquire a site that would be a minimum of 40 acres. This will ensure that the City's corporation yard needs can be accommodated on a single, consolidated site for the next 30 or 40 years.

Introduction

Folsom has a rich history that dates to the California Gold Rush. Shortly after gold was discovered at Sutter's Mill in Coloma, gold was also discovered along the south bank of the American River in the area now known as Negro Bar. With the onslaught of the Gold Rush came the need for rail service. In 1856 the first railroad west of the Mississippi River was established between Sacramento and Folsom. With gold mining and the arrival of the railroad, hotels, shops, and saloons developed along Sutter Street. Folsom became a lively mining and railroad town – at a major crossroads in the old West situated in the heart of the Gold Rush territory, upstream from the bustling port in Sacramento, at the foot of the Sierras for logging and trapping, and the first rail stop east of Sacramento along the Transcontinental Railroad.

In 1880 Folsom Prison was opened. Construction of Folsom Dam began in 1867 but it was not completed until 1893. At that time, the historic truss bridge was also completed to transport people, cattle, and small vehicles across the American River. In 1895 the Folsom Powerhouse was completed and history was made with the first long-distance transmission of electricity – 22 miles from Folsom to Sacramento – anywhere in the world.

In 1946 Folsom was incorporated. At that time its population was less than 1,600 residents. For the next thirty-five years its population continued to grow but at a relatively modest rate. It was not until the Sacramento region's population and housing boom of the 1980s that Folsom's population began to grow at a rapid pace. Since that time Folsom's population has increased nearly seven-fold to an estimated 63,710 residents in 2008.

Demographic data compiled by the Sacramento Area Council of Governments (SACOG) projects Folsom's population to reach approximately 97,500 residents by the year 2035. These projections include estimates for the additional population that will occur with annexation and development of the area south of Highway 50 that is within the City's current Sphere of Influence. The current land use plan for this area has identified the potential for more than 12,000 residential housing units upon build-out of this area. At the City's current average household size of 2.61, this would result in a maximum citywide build-out population of approximately 109,000 residents in the year 2035-2050 timeframe.

With the rapid population growth of the early 1990s came the public's need and demand for expanded municipal services. This expanded service demand included those services

provided through the City's existing corporation yard at the west end of Leidesdorff Street. By the mid-1990s this yard was fully utilized with no room for further expansion.

In 1994, the City commissioned a facilities planning study to document municipal corporation yard staffing and facility needs through the year 2014, evaluate existing facilities at the Leidesdorff Yard for current adequacy and future use, and explore viable options for meeting the City's long-term needs for corporation yard facilities. That study documented a long-term corporation yard need for approximately 15 to 18 acres, with a then current requirement for more than 9 acres. When compared to the available Leidesdorff site area of approximately 5 acres (and a maximum buildable site of 10 acres), it was clear that the existing site was inadequate not only for the City's needs in 1995 but also for any longer-term timeframe.

The 1995 corporation yard facility planning study stated that "[t]he continued use of the Leidesdorff site for corporation yard functions is not a viable long-term solution. The city should initiate a search for a suitable replacement site to meet the long-term needs."

The City did not, however, implement the recommendations of the 1995 corporation

yard facilities planning study. The City still occupies the Leidesdorff site, a suitable replacement site has not been acquired, space demands at the Leidesdorff Yard continue to grow with each passing year, and all corporation yard needs cannot be accommodated at the existing yard. The City's population will continue to grow, and potentially at a very significant rate with annexation and development of the area south of Highway 50. Now even more so than in 1995, City services have greatly outgrown the space and facilities available at the Leidesdorff Yard – the City's corporation yard needs must once again be addressed.

The City's corporation yard activities are currently split among multiple locations. The City's Public Works and Utilities departments are the primary occupants of the Leidesdorff corporation yard. Parks and Recreation yard operations are split between two additional yard locations. Water and Wastewater have their field crews and storage requirements split between the Leidesdorff Yard and the Water Treatment Plant. Solid Waste is located primarily at the Leidesdorff Yard but has collection bin storage at another location. Each of these locations is identified on the following map.

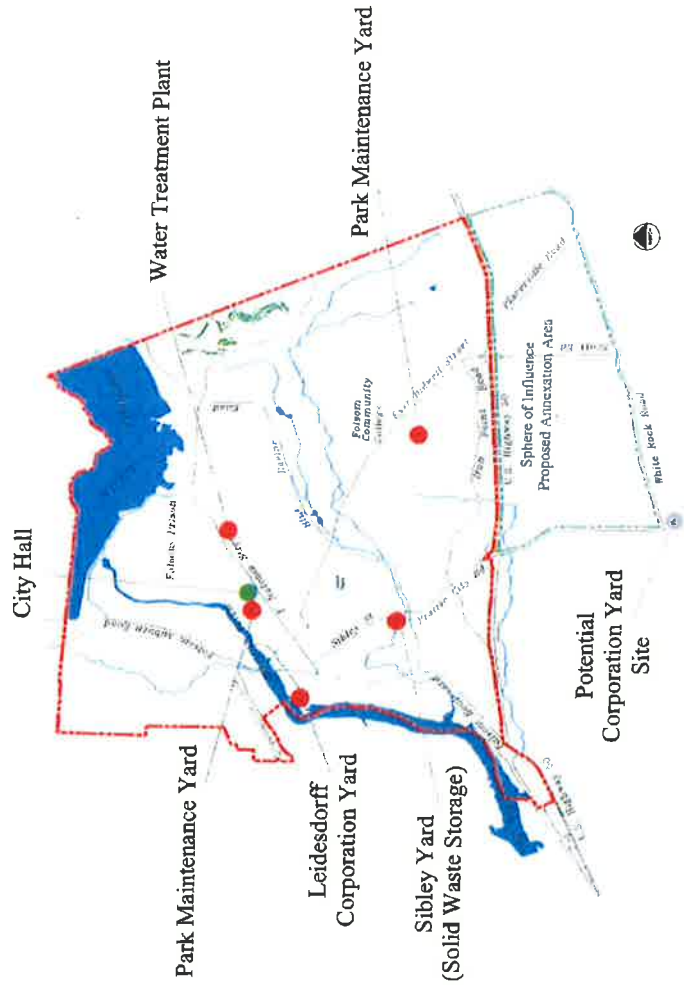
Recent planning activities regarding the potential annexation of land within the City's Sphere of Influence to the south of Highway

50 have identified a potential opportunity to include a site for a new corporation yard as part of these annexation activities. The following map also notes the general location of the site tentatively identified as part of these annexation planning activities for a new replacement corporation yard.

To assist in determining the viability of developing a new corporation yard in the area south of Highway 50 to meet the City's

expanding corporation yard needs, the City was desirous of engaging a consultant to develop space needs requirements for potential occupants of the new corporation yard and to prepare a needs assessment and facility planning report that documents the findings, conclusions, and recommendations developed during the course of the study. This report documents the results of these corporation yard needs assessment and facility planning activities.

Facility Location Map



Planning Assumptions

The following planning assumptions were developed during the course of this study.

- A corporation yard master plan should focus on developing long range plans to provide for sufficient, well-located yards considering anticipated population and geographic growth, infrastructure maintenance requirements, and changing means by which services are provided and deployed.
- Ideally, corporation yards and the deployment of field crews should be located in proximity to the geographic area served – near the centroid of service delivery. This will minimize nonproductive crew and vehicle travel times between their home base and the location of their fieldwork activities.
- Corporation yards should be located in close and convenient proximity to major arterial streets and highways that provide convenient access to all areas of the city.
- The development of corporation yard facilities must accommodate projected City population growth and the resulting increased demand for services.

- Locating corporation yards near or adjacent to public transit corridors will provide employees with opportunities to utilize public transit rather than relying on single occupant automobiles for going to and from their place of employment.
- The sizing of corporation yards should accommodate long-term maximum case growth requirements due to the oftentimes difficulty of expanding existing sites once purchased.
- The development of new facilities should emphasize opportunities to share office, crew assembly, crew locker facilities, warehouse, yard storage areas, and specialized equipment. Through use of interior movable dividers and staggered shift starting times, separate and smaller assembly and briefing areas can be utilized for the various corporation yard operations.
- Discrete organizational components should be collocated to facilitate management control and supervision, and to avoid duplication of staff or space. Operational efficiencies are improved when organizations under the same management are collocated.
- Corporation yard operations should be collocated to the maximum extent possible to facilitate the sharing of yard storage areas and avoid the duplication of equipment, yard storage, office and warehouse space, and potentially staff that frequently result if operations are split among multiple locations.
- The development of initial facilities should accommodate expansion of both built space and yard areas as the City continues to grow. To the maximum degree feasible, the siting and design of those facilities should allow for additional growth requirements beyond the year 2026, if and when required.
- Corporation yards should provide flexibility to accommodate changes in technology, changing service delivery methodologies, and City population growth.
- Corporation yards should display efficient site layouts for the safe and efficient movement of people, vehicles, equipment, and material.
- Corporation yard facilities should be economical yet a source of pride for employees and the public. They should

- be good neighbors and provide compatible and attractive facilities.
- Corporation yards should provide state-of-the-art facilities meeting contemporary building, environmental, and work safety standards, regulations, and industry standards for similar facilities.
- Developing a consolidated corporation yard for all City departments will improve site security and minimize security costs as opposed to several smaller corporation yard and support facility sites in multiple locations.
- Fleet vehicle maintenance facilities should be developed in conjunction with corporation yards where a significant number of City fleet vehicles are located. The proximity of vehicle maintenance facilities to where fleet vehicles are assigned will minimize vehicle down time for servicing and maintenance, reduce operational costs for transporting vehicles requiring servicing, and minimize the need to provide additional stand-by vehicles while others are being serviced.
- Operating a vehicle maintenance facility with multiple shifts can reduce the number of maintenance bays otherwise required. Operating a second shift, especially for routine preventative maintenance work, reduces vehicle downtime and the need for additional stand-by vehicles.
- Vehicle wash facilities should be provided at each corporation yard location where any substantial number of vehicles is located.
- Vehicle fueling facilities should also be provided if commercial card key facilities are not available in close proximity to the corporation yard and it is more efficient and cost effective for the City to develop its own fueling station at the corporation yard.
- Administrative and general government departments not located at the corporation yard could benefit from the availability of warehouse and general yard storage space at the corporation yard. Such space, not dedicated or assigned to any particular department, should be made available to service citywide needs for warehouse, yard, bulk material, furniture, records, and other longer-term storage requirements. Providing such spaces within administrative office space or through lease facilities is not cost effective.
- The City functions identified for location at its municipal corporation yard are as follows.
 - Parks and Recreation**
 - Park Maintenance
 - Public Works**
 - Street Maintenance
 - Transit
 - Utilities**
 - Administration
 - Fleet Management
 - Solid Waste Collections
 - Household Hazardous Material Transfer Station
 - Utility Maintenance
 - Wastewater
 - Water
 - Water Treatment Plant – Plant Maintenance
- Folsom has a current population of approximately 63,710 persons. By the year 2035, its population is expected to grow to 77,500 residents. If the City proceeds with annexation of the area south of Highway 50 that is within the current Sphere of Influence, development of this area will potentially increase the City's population to 97,500 residents by the year 2035, with a maximum build-out of approximately 109,000 residents.

- The City will continue planning for annexation of the current Sphere of Influence area south of Highway 50. Further expansion of the City's boundaries during the facility planning timeframe is not anticipated.

Corporation Yard Design Principles

In designing corporation yard facilities, or reconfiguring existing yards, the following general planning and design principles should be taken into account and accommodated to the maximum degree possible.

- All employee and visitor parking should be provided in a single parking lot adjacent to the office building entrance.
- A vehicle fueling station should be provided with access separate from the overall site, thereby allowing fleet vehicles to return throughout the day to refuel without having to traverse through the entire site. Fueling facilities should be separated from the remainder of the site through fencing and appropriate control gates to allow for the refueling of vehicles during evening and weekend hours without violating the security of the entire site.
- An employee and visitor entrance and access point should be provided separate from entrances for corporation yard fleet vehicles. This separation of entrances will improve site security and facilitate the creation of separate zones, or site areas, for City and private vehicles, pedestrians, and material and equipment movement throughout the site.
- Fleet vehicle and equipment parking should be located as close as possible to each of the operations support facilities. Generally, vehicles of similar size (large, medium, or small) should be located together to maximize site layout efficiency and avoid excess circulation.
- A one-way traffic circulation pattern through the corporation yard site should be created for City fleet vehicles, equipment, and materials. There should be a single entrance to the yard area and a separate exit. Security gates can be installed at each location for site security.
- The use of angle parking for the larger fleet vehicles should be maximized. Angle parking reduces circulation requirements and provides a safer environment for parking and moving vehicles. Ideally, parking stalls for larger fleet vehicle should be in a single aisle
- drive-through configuration that eliminates the need to back vehicles either into or out of a parking stall. This will reduce the risk of accidents that become more prevalent when it is necessary to back-up large vehicles. For the safety of vehicles, equipment, and staff, the backing of vehicles into or out of parking stalls should be avoided unless absolutely necessary.
- Vehicle steam and wash facilities should be located adjacent to the vehicle maintenance facility.
- An overhead crane is required over a number of the vehicle maintenance bays.
- Yard storage areas for each of the corporation yard occupants should be collocated to the maximum degree possible. Depending on distinct departmental requirements, adjoining areas for each department can be fenced-off, each with separate access points, to improve security.
- Field operations shop, warehouse, and work areas should be located in close proximity to the crew lockers and assembly areas. This will minimize walking distances.

Departmental Summaries

The following material presents a brief overview of each department currently located at the City's various corporation yards, its responsibilities, and highlights some of the factors impacting future growth, staff, and space requirements. Detailed staff, space, and site area requirements are presented in subsequent sections of this needs assessment report and in the appendix.

Parks and Recreation – Park Maintenance

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

The Park Maintenance division is responsible for maintaining and caring for all City park facilities and grounds. Park Maintenance is currently split between two primary corporation yards – one adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street and the other adjacent to

the John Kemp Community Park and Folsom Sports Complex on Clarksville Road. Within Parks and Recreation, only the Park Maintenance division requires space at a corporation yard location.

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

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

permanently located at or assigned to either of these satellite locations.

When the area south of Highway 50 is annexed, a significant number of community parks will be developed as part of the overall development plan. This will result in a significant increase in the number of Park Maintenance staff required to maintain each of the new parks.

Public Works

The Public Works Department is responsible for design and management of capital improvement projects. The Street Maintenance division is responsible for the maintenance of City streets, roads, streetlights, traffic signals, and storm water drainage facilities. The Transit division is responsible for managing the operation of the City's transit system, Folsom Stage Line, and Dial-A-Ride.

Street Maintenance requires administrative office accommodations and support space (conferencing, reproduction, filing, office supplies, and plan storage) for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; specialty shops (asphalt/pavement, concrete, signs and markings, street lighting and traffic signals, and paint); warehouse and outside yard storage (material, signs,

barricades, light and signal poles, light fixtures and lamp sets, and traffic signals); material bins (rock, sand, gravel, asphalt); material dump bins (street sweepers); and parking for various street maintenance fleet vehicles and mobile equipment items. The development of the area south of Highway 50 will result in a significant increase in the miles of roadways, stormwater drainage facilities, and number of streetlights and traffic signals. This will require a corresponding increase in the number of Street Maintenance staff and field operations.

Transit requires office and support space for transit management and support staff; a secure fare room; lockers/showers and driver assembly spaces; dispatch and training rooms; and transit vehicle parking. Transit vehicle maintenance is provided by Utilities – Fleet Maintenance. The extension of public transit to the area south of Highway 50 will require additional routes, transit drivers, and vehicles.

Utilities

The Utilities Department is responsible for providing and maintaining the City's water, sewer, and storm drainage infrastructure system; providing collection and disposal of solid waste, recyclable material, green waste, electronic waste, household hazardous waste, and bulky items; and the maintenance of City-owned vehicles and equipment fleet and fuel

system. The components of Utilities that require location at a corporation yard include the following divisions: Fleet Management, Solid Waste, Utility Maintenance, Wastewater, Water, and Water Treatment Plant – Plant Maintenance.

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

The number of required maintenance bays is a function of both the number of fleet vehicles to be serviced and whether the maintenance shop operates a single or multiple shifts. Operating a second shift will reduce the total number of required bays and enable routine preventative maintenance to be completed during evening hours, thereby not requiring any vehicle down time for preventative maintenance services. Operating two shifts will enhance operational efficiencies and reduce facility development costs.

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

Solid Waste requires office accommodations and support space (reproduction, filing, office supplies, and plan storage) for field crew supervisory and support staff; assembly, locker, and shower facilities for the field crews; outside yard storage for solid waste, recyclable material, and green waste collection bins; and parking for solid waste fleet vehicles and trailers. Solid Waste is headquartered at the Leidesdorff Yard. Storage for residential and commercial solid waste, recyclable material, and green waste collection bins is located several miles away at a satellite storage yard on Sibley Street.

A household hazardous waste facility is required with accommodations for public drop-off. This facility will handle and dispose of Antifreeze, Battery, Oil, and Paint (ABOP) and Household Hazardous Waste (HHW). Parking for recycling trailers for use at large public venues, storage for recyclable material and products that can be sold directly to the public, used tire storage, white goods storage (refrigerators, washers, dryers, air conditioners), and storage for recycle carts and containers for use in local parks and

public schools is also required. A small staff office and crew lockers/showers and assembly areas are required.

To improve operating efficiencies, reduce costs, and improve the quality of solid waste, recyclable material, and green waste collection and disposal services, there is a desire to develop a solid waste transfer station and material recovery facility within the City. Such a facility does not currently exist. Collocating a household hazardous waste facility with a transfer station and material recovery facility would be appropriate.

Expanding the number of collection routes to service the area south of Highway 50 will require additional staff and vehicles. Additional staff will also be required to operate a solid waste transfer station and material recovery facility.

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

Annexation and development of the area south of Highway 50 will result in a significant expansion of the City's water,

sewer, and stormwater infrastructure network. Additional staff and corporation yard operations will be required to maintain and operate this additional infrastructure.

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

As with all other Utility divisions, development of the area south of Highway 50 will significantly expand the City's sewer and wastewater infrastructure, thereby resulting in a corresponding increase in Wastewater staff, vehicles, and equipment.

Water has office and support space requirements similar to other Utilities divisions, including office and support space for field crew supervisory and support staff; assembly, locker, and shower facilities; equipment and supply storage; and fleet vehicle and equipment parking. In addition, Water requires two testing labs. Extending water service to the area south of Highway 50 will result in an increase in Water staff, vehicles, and equipment.

Water Treatment Plant – Plant Maintenance is currently located at the Water Treatment Plant but could also be located at the City's

main corporation yard if space were currently available. Space requirements include office and support space for field crew supervisory staff; assembly, locker, and shower facilities; a repair shop include a small equipment repair bay; storage for equipment, pesticides, and other materials; outside yard storage; and fleet vehicle and equipment parking.

Common/Shared Support

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

Existing Facilities

The City's corporation yard activities are currently split among five separate locations. The City's main corporation yard is at the west end of Leidesdorff Street overlooking Lake Natoma. The total site is approximately 18 acres but significant elevation changes across the site and the fact that a former landfill is at this location severely limit its usability. The corporation yard currently occupies approximately five acres of the total site.

The City's Public Works and Utilities departments are the primary occupants of the Leidesdorff Yard. Existing yard operations are housed in a variety of older buildings including prefab buildings, wood frame sheds, and modular trailers. Most buildings are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. Existing buildings do not provide the type of spaces required to meet contemporary standards for efficient and cost-effective maintenance operations.

Buildings have been located on the existing site in a rather ad hoc manner that has resulted in irregular traffic circulation, narrow passageways, blind corners, inefficient fleet vehicle parking, and safety concerns.

Parks and Recreation yard operations are split between two yard locations – one adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street and the other adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road. The Stafford Street yard includes two small structures – one used for office and crew assembly areas and the other for shop and storage functions. Both are older structures that do not accommodate current needs. Yard storage and vehicle parking is split between the main location at the top of Stafford Street and adjacent to the rodeo complex at a lower elevation. This separation adversely impacts operating efficiencies and overall site security.

The Parks yard facility on Clarksville Road is a relatively new facility immediately adjacent to a community park. Although relatively new, the existing office, crew, shop, and storage building is undersized for current needs. Outside yard storage is very limited and inefficiently configured.

Consolidation of all Park maintenance operations at a single site would improve operating efficiencies, minimize duplication of material and equipment, and provide greater flexibility in crew assignment and supervision. Even with consolidation of all field crew operations at a single corporation yard site, it is anticipated that some material

and equipment storage will remain at both existing yard locations to support the adjacent major park facilities. Staff, however, would not be permanently assigned to either park location.

Office, field crew, and fleet vehicle parking accommodations for Solid Waste are located at the Leidesdorff Yard. Storage for residential and commercial solid waste, recyclable material, and green waste collection bins is located several miles away at a satellite storage yard on Sibley Street. Collocation of collection bin storage at the Leidesdorff Yard is not possible because of the unavailability of space. Collocation would be desirable to improve operating efficiencies, reduce travel times between multiple sites, and improve site security.

Field operations for Water and Wastewater are split between facilities at the Leidesdorff Yard and the Water Treatment Plant on East Natoma Street. Collocation would be desirable to improve operating efficiencies, minimize duplication of material and equipment, provide greater flexibility in crew assignment and supervision, and reduce travel times between multiple sites. Suitable facilities and sufficient outside yard area for fleet vehicle parking and material storage are not, however, available at the Leidesdorff Yard location to accommodate this.

Population

The City of Folsom recently celebrated its 60th year of incorporation. In 1946 Folsom started its cityhood with fewer than 1,600 residents. For the next thirty-five years Folsom remained a small town with modest population growth. In the 1980s, however, the Sacramento region began a population and housing boom, and so too did Folsom. The city's population in 1980 was 11,003 residents, and over the next eight years, by 1988, its population had more than doubled. By 2000 its population had again more than doubled, and by 2008 its population had reached 63,710 residents.

Since 1980, Folsom's population has grown an average of 6.5% per year. At the height of the population boom in the 1980s, Folsom's population grew at an average rate of 7.6% per year. Since 1990 Folsom's population has continued to grow but at a slower rate – 5.9% per year since 2000.

Population projection data compiled by the Sacramento Area Council of Governments projects Folsom's population to reach 97,500 residents by the year 2035. This reflects a 1.6% annual growth rate between 2008 and 2035. These projections include estimates for the additional population that will occur with annexation and development of the area south

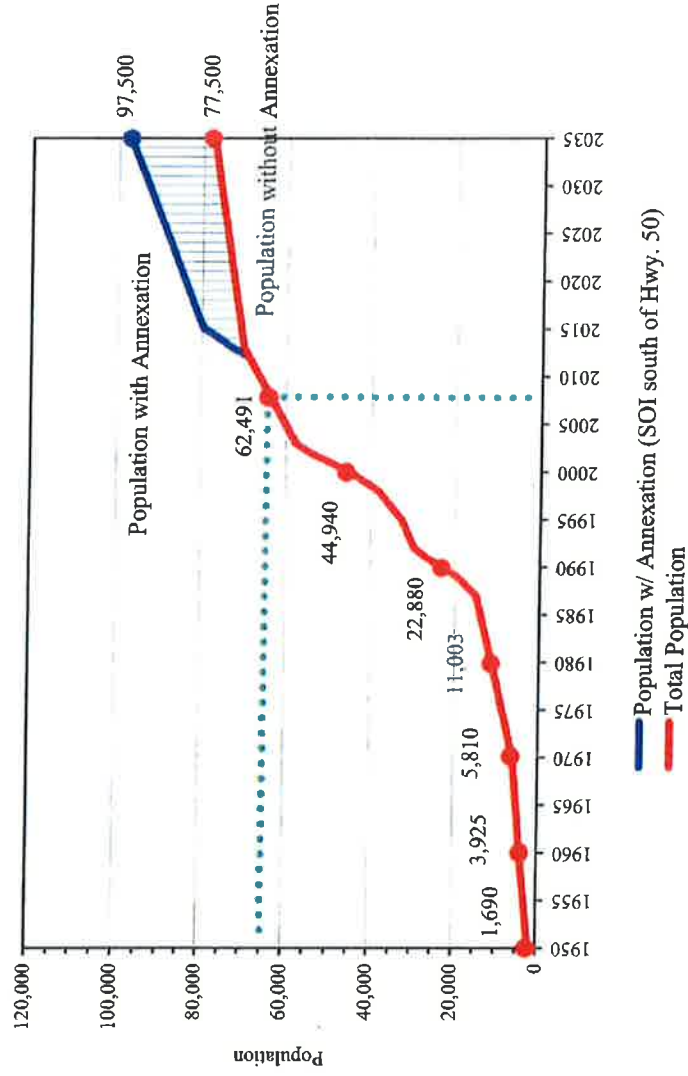
of Highway 50 that is within the City's current Sphere of Influence.

The current land use plan for this area has identified the potential for more than 12,000 residential housing units upon build-out of this area, which is assumed to be in the year 2035-2050 timeframe. At the City's current average household size of 2.61, this would

result in a maximum citywide build-out population of approximately 109,000 residents. This reflects a 1.3% annual growth rate from 2008 to 2050.

The City's historical and projected population levels are shown on the following graph.

Historical and Projected Population



Staff Projections

The table on this page identifies the current and projected staffing levels for Parks and Recreation – Park Maintenance; Public Works – Street Maintenance and Transit; and Utilities – Administration, Fleet Management, Solid Waste, Utility Maintenance, Wastewater, Water, and Water Treatment Plant – Plant Maintenance. Only Park Maintenance and Water Treatment Plant – Plant Maintenance are not currently located at the Leidesdorff Yard. Future staffing projections are based on the assumption that the City will annex the area south of Highway 50 within its Sphere of Influence and that this area will develop as outlined in the current land use plan for this area.

There is currently 177 staff that could or should be located at the existing Leidesdorff Yard if sufficient space were available. With the annexation and development of the area south of Highway 50, those staff levels are projected to increase to 246 by the year 2016, to 278 by the year 2026, and ultimately to 314 upon reaching population build-out in the year 2035-2050 timeframe. Over the maximum planning timeframe, the overall staff growth rate is projected at 1.3% per year.

Staff Projections
2006 – 2050

Department	2006	2016	2026	2050	Growth Rate 2006-2050
Parks and Recreation					
Park Maintenance	33	42	54	71	1.8%
Public Works					
Street Maintenance	19	35	40	48	2.1%
Transit	27	45	45	45	1.2%
Utilities					
Administration	2	2	2	2	0.0%
Fleet Management	14	19	21	24	1.2%
Solid Waste	44	48	53	59	0.7%
Utility Maintenance	14	19	22	22	1.0%
Wastewater	12	20	22	24	1.6%
Water	8	11	14	14	1.3%
Water Treatment Plant – Plant Maintenance	4	5	5	5	0.5%
Total Staff	177	246	278	314	1.3%

As indicated in the previous section of this needs assessment report, Folsom's population is projected to increase to 97,500 residents by the year 2035 with annexation and development of the area south of Highway 50. This represents a 1.6% annual population growth rate over the 2008 to 2035 timeframe, and a 1.3% annual growth rate through population build-out in the year 2035-2050 timeframe.

It is expected that development of the area south of Highway 50 will be most intense during the first years following annexation and approval of proposed development plans. The rate of development will taper off as the area approaches its build-out capacity and all planned development activities are nearing their completion. If this natural trend is taken into account, it is more likely that the City's population growth rate will approximate 2.2%

or more for the first ten or so years of development, and then taper off through the year 2035-2050 timeframe as the City's build-out capacity is approached.

Although population growth is not in all cases directly correlated to workload, service level, and staffing requirements, it is, as a general rule, utilized as a benchmark against which staffing and workload projections are measured. In the absence of providing new programs or services, or extending services to unpopulated areas with little or no existing infrastructure, government staff levels, workloads, and service levels, including those related to corporation yards, typically grow in relative proportion to population growth.

With the proposed annexation of the area south of Highway 50, it will be necessary for the City to extend services to a currently unpopulated and undeveloped area and to provide the greenspace, roadway, and utility infrastructure (streets, water, sewer, and stormwater) necessary to support the planned development in this area. The development and maintenance of entirely new infrastructure will result in even greater demands on workload and service level requirements than would be expected from natural population growth without expanding the City's boundaries and the area to which services and infrastructure must be provided.

The overall projected growth rate for all corporation yard functions included in this planning study is equal to the population growth rate through the year 2035-2050 timeframe. With projected population growth within the City's existing boundaries, and expansion of the City's boundaries through annexation of the proposed area south of Highway 50, the long-term 1.3% staff growth rate is quite reasonable.

If, on the other hand, the City does not annex this area and/or the level of proposed development does not occur, then the growth projections identified in this needs assessment report would be significantly lower.

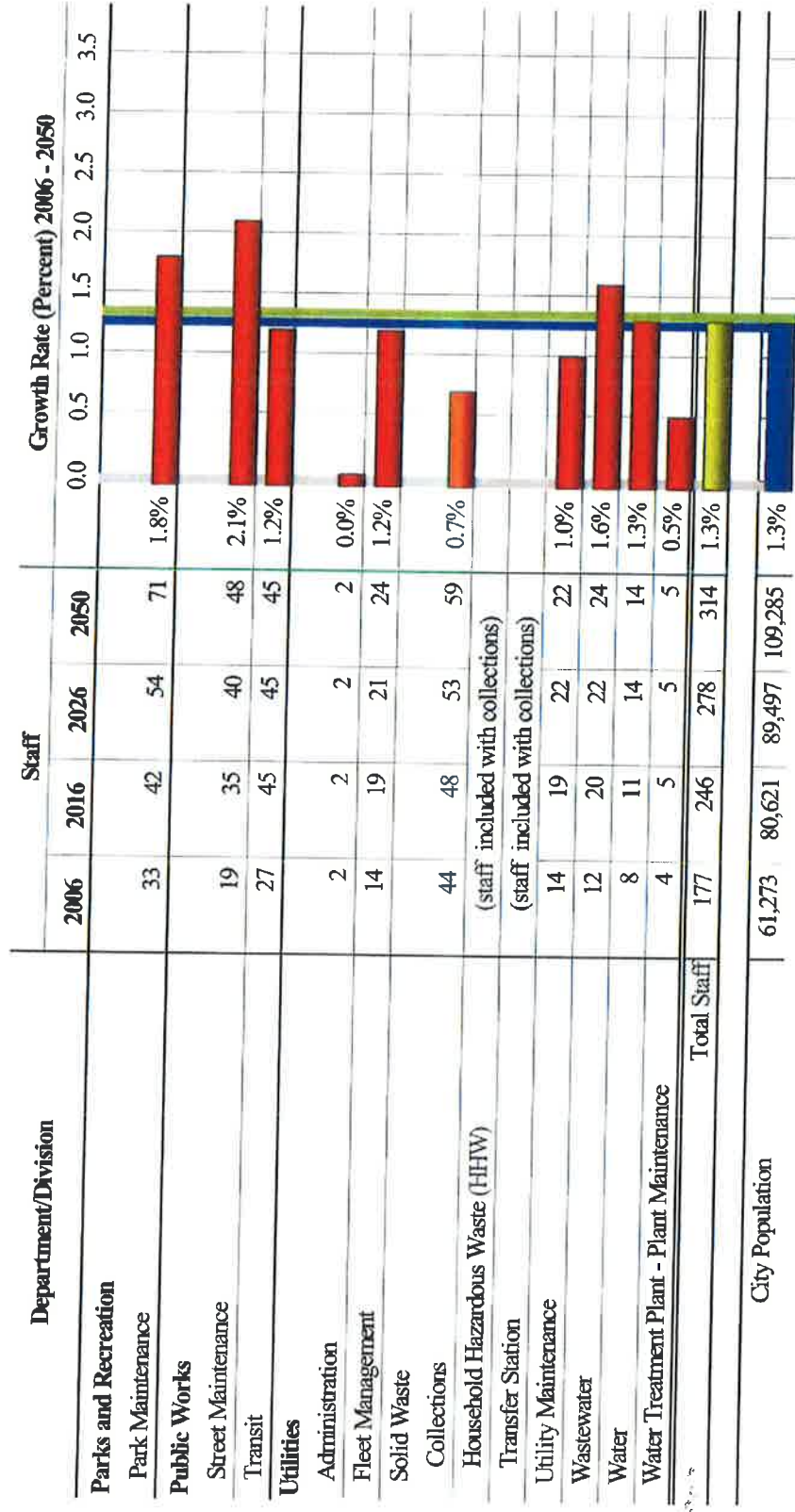
The staffing projections for each department and program located at the City's various corporation yards are shown graphically on the following pages. The first graph shows the growth rates for each corporation yard occupant for the years 2006 to 2050, along with the City's population growth rate. The second graph shows the relative proportion of staffing levels for each corporation yard component for each year of the planning timeframe.

The second graph shows significant staff growth between the years 2012 and 2016. This anticipated staff growth relates in large part to the initial development of the area south of Highway 50 that is within the City's current Sphere of

Influence. Once this development begins, it is assumed that significant housing, commercial, and retail development will occur during the early years of development and then taper-off as the area becomes more fully developed. This initial rapid development will require a significant expansion of City services related to corporation yard operations. If, however, development of this area does not begin within the next five years or so, then the staff increases reflected on this graph would be delayed to a later timeframe.

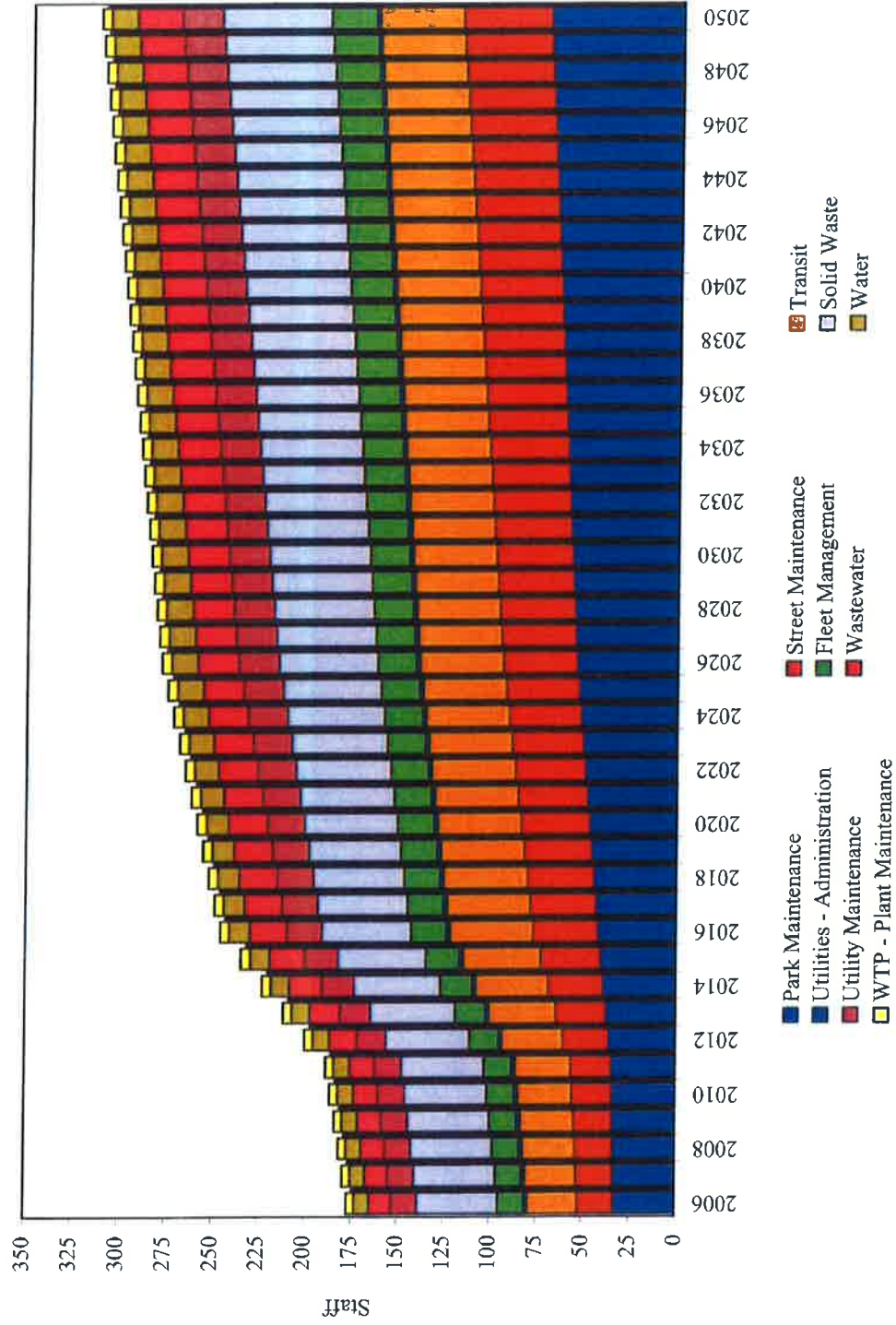
This report does not pretend to be able to project when the current economic and financial system crisis facing the country will be resolved and when significant new housing development will once again occur. From a planning perspective, however, it is important to recognize that at the time development of the area south of Highway 50 begins there will be a need to significantly expand the services that are provided to this area by the City's corporation yard operations. It is not a question of whether additional City services and staff will be required but, rather, during what time period that growth will occur.

Staff Projections and Growth Rates
 2006 – 2050



City of Folsom
 Corporation Yard Needs Assessment Study

Annual Staff Levels
 2006 - 2050



Space Requirements

The operations included in this corporation yard needs assessment and planning study have a current requirement for 105,612 net square feet (nsf) of built space. This includes all office, office support, warehouse, shop, and other special use spaces. By the year 2016, the built space requirement is projected to increase to 114,651 nsf. With the development of a Solid Waste transfer station, built space requirements will increase to 169,504 nsf by the year 2026. By the end of the planning timeframe, year 2050 requirements are for 174,388 nsf.

These built space requirements represent the amount of space that would be required if all corporation yard operations included in this study were located at a single, consolidated corporation yard. For the office, warehouse/storage, and shop and other specialized use space types, the following table summarizes the built space requirements for current occupancy and the year 2050.

As this table indicates, the development of a Solid Waste transfer station represents nearly three-quarters of the additional space required between the present and the end of the planning timeframe in the year 2050.

**Enclosed Space Requirements
(Net Square Feet)**

Space Type	2006	2050
Office	33,673	38,739
Warehouse	25,279	27,155
Shop and Special Use Transfer Station	46,660	55,994
Corporation Yard NSF	105,612	174,388

For each corporation yard operation included in this needs assessment study, more detailed current and projected built space requirements are shown on the table on the following page. As this and the previous table indicate, current office requirements for 33,673 nsf are projected to increase to 38,739 nsf by the year 2026. Warehouse and enclosed storage space is projected to increase from 25,279 nsf currently to 27,155 nsf by the year 2050. Shop and other specialized use spaces are projected to increase from a current 46,660 nsf to 55,994 nsf by the year 2050. In addition, a 52,500 nsf transfer station is also required.

As with the previous discussion of staffing projections, the increase in space required by the year 2016 reflects the development of the area south of Highway 50 within the City's current sphere of influence. The need for the identified year 2016 space requirements could well be delayed to a later timeframe if

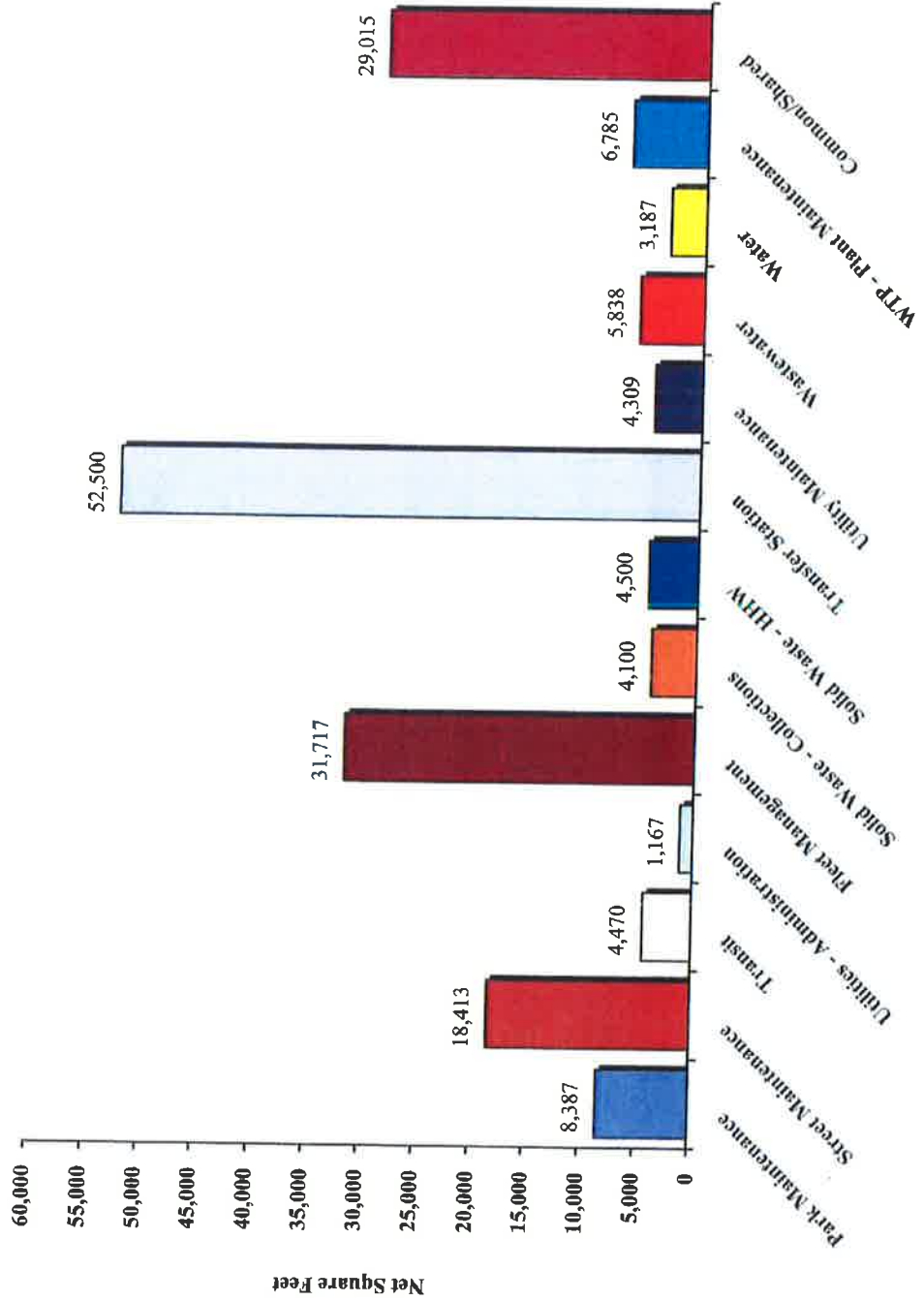
economic conditions persist that will continue to delay significant development of this area until a later date and a Solid Waste transfer station is also not developed by that time. As with staffing requirements, however, it is not a question of whether this additional space will be required but, rather, it is a question of when that space must be made available to meet the City's need to expand corporation yard services to the area south of Highway 50.

The year 2050 built space requirements for the City's corporation yard are shown graphically on the following chart. This chart clearly indicates that the largest built space

users are Solid Waste – Transfer Station, Utilities – Fleet Management, Utilities – Street Maintenance, and common/shared built space requirements including office and

support space, conference/training, crew assembly, locker, and shower facilities; central mail; reception; and citywide warehouse facilities.

**Space Requirements
 Year 2050**



Site Area Requirements

The organizational components included in this needs assessment and planning study that are presently located at the City's corporation yard have a current requirement for 105,612 nsf of enclosed space for offices, office support, shops, warehouse storage, and other specialized use facilities. This is the total current built space requirement. There is an additional requirement for 86,391 square feet of covered storage, parking, and support space. Exterior yard areas for equipment and material storage, fleet vehicle parking, and employee and visitor parking have a current requirement for 463,180 square feet. Adding 179,638 square feet for site circulation, landscaping, and perimeter site setbacks increases the current total site area requirement to 849,908 square feet, or 19.5 acres. These requirements include all requirements for departments currently located at the Leidesdorff Yard, the Sibley Yard, the two separate Parks yard locations, and the maintenance operations at the Water Treatment Plant.

By the year 2016, there is a projected requirement for 114,651 nsf of built space, 96,426 square feet of exterior covered space, 515,497 square feet of open yard area for storage and vehicle parking, and 198,841 square feet for site circulation, landscaping,

and perimeter set-back. Total year 2016 requirements are for 941,795 square feet, or 21.6 acres.

Looking to the year 2026, projected requirements are for 169,504 nsf of built space, 105,801 square feet for covered space, 786,012 square feet of outside yard area, and 290,755 square feet of site circulation, landscaping, and perimeter set-back. The total requirement is for 1,376,286 square feet, or 31.6 acres. These requirements include the development of a Solid Waste Transfer Station that includes 52,500 square feet of built space, 201,360 square feet of exterior open space for vehicle parking and circulation, and material bin storage, for a total requirement of more than 7.6 acres.

By the end of the planning timeframe, the year 2050, there is a projected requirement for 174,388 nsf of built space, 117,368 square feet for covered space, 857,935 square feet of outside yard area, and 313,581 square feet of site circulation, landscaping, and perimeter set-back. The total requirement is for 1,488,184 square feet, or 34.2 acres.

The site area requirements for the corporation yard are summarized on the table on the following page. The detailed space and site

area requirements for each organizational component on which this summary is based are presented in the appendix to this report.

As the space and site area table on the following page indicates, if all corporation yard operations were located on a single, consolidated site, there would be a current requirement for 19.5 acres. By the year 2016, the site area requirement increases slightly to 21.6 acres. With the development of a Solid Waste Transfer Station and the development of the area south of Highway 50, there is a requirement for 31.6 acres by the year 2026. As the development of the area south of Highway 50 continues, total corporation yard requirements increase to 34.2 acres by the year 2050.

**Site Area Requirements (Square Feet)
2006 – 2050**

Space Component	Enclosed Office/Shop/Warehouse SF				Exterior Covered SF				Exterior Open SF				Total SF				Acres ¹ 2026
	2006	2016	2026	2050	2006	2016	2026	2050	2006	2016	2026	2050	2006	2016	2026	2050	
Parts and Recreation																	
Park Maintenance	6,372	6,725	7,609	8,387	25,424	26,264	30,100	33,334	25,578	26,284	32,332	37,876	57,374	59,272	70,041	79,597	
Public Works																	
Street Maintenance	17,960	18,125	18,317	18,413	34,894	43,249	46,995	54,488	25,900	32,620	34,720	38,080	78,754	93,994	100,033	110,981	
Transit	4,278	4,470	4,470	4,470					20,530	29,400	29,400	29,400	24,808	33,870	33,870	33,870	
Utilities																	
Administration	1,167	1,167	1,167	1,167									1,167	1,167	1,167	1,167	
Fleet Management	23,005	28,953	29,081	31,717	1,190	1,190	1,190	1,190	12,958	15,613	15,613	16,940	37,154	45,756	45,884	49,847	
Solid Waste																	
Collectors	3,377	3,620	3,647	4,100					227,854	232,782	276,342	319,902	231,231	236,402	279,989	324,002	
Household Hazardous Material (HHW)	4,500	4,500	4,500	4,500	2,240	2,240	2,240	2,240	8,935	8,935	8,935	8,935	15,675	15,675	15,675	15,675	
Transfer Station																	
Utility Maintenance	3,402	3,859	4,253	4,309	3,500	3,920	4,340	4,760	21,787	25,113	28,440	33,048	28,689	32,892	37,033	42,117	
Wastewater	5,216	5,547	5,670	5,838	3,920	4,340	4,340	4,760	8,590	10,242	10,242	10,242	17,726	20,129	20,252	20,841	
Water	3,133	3,160	3,160	3,187					4,267	4,687	7,252	8,534	7,400	7,847	10,412	11,721	
Water Treatment Plant - Plant Maintenance	6,495	6,613	6,718	6,785	2,940	2,940	2,940	2,940	4,385	4,385	4,385	4,385	13,820	13,937	14,043	14,110	
Common/Shared																	
Office Support	7,788	7,920	7,920	7,920	560	560	560	560	65,738	88,778	99,578	111,818	74,086	97,258	108,058	120,298	
Field/Shop Support	18,920	19,995	20,493	21,096	11,724	11,724	13,096	13,096	36,658	36,658	37,414	37,414	67,301	68,376	71,002	71,605	
Total Staff & Square Feet	105,612	114,651	169,504	174,388									105,612	114,651	169,504	174,388	
Gross Building Area (GSF) (NSF @ 87.5%)	120,699	131,030	193,718	199,301													
Total Yard Area					86,391	96,426	105,801	117,368	463,180	515,497	786,012	857,935	120,699	131,030	193,718	199,301	
Site Circulation, Landscaping, Setback	42,245	45,860	67,801	69,755	21,598	24,107	26,450	29,342	115,795	128,874	196,503	214,494	549,572	611,924	891,813	975,302	
Total Site Area	162,944	176,890	261,520	269,056	107,989	120,533	132,251	146,710	578,976	644,372	982,516	1,072,419	849,908	941,795	1,376,286	1,488,184	
Total Acreage	3.74	4.06	6.00	6.18	2.48	2.77	3.04	3.37	13.29	14.79	22.56	24.62	19.51	21.62	31.60	34.16	
Growth Rate (Between Periods)		0.8%	4.0%	0.1%	1.1%	0.9%	0.4%	0.7%		1.1%	4.3%	0.4%		1.0%	3.9%	0.3%	
Growth Rate (2006 - 2026)				1.1%			0.7%					1.4%				1.3%	

¹ Acres for each department/division includes gross building area, yard storage/parking, and circulation/landscaping.

Year 2026 site area requirements for each department that should be located at a single, consolidated corporation yard are shown graphically on the charts on the following pages. The first chart clearly indicates that Solid Waste Collections and a new Transfer Station are the two largest corporation yard operations at 9.3 acres and 7.6 acres, respectively, not including employee parking.

Street Maintenance and Park Maintenance have the next largest site area requirements, at 3.3 acres and 2.3 acres, respectively. The next two largest site area requirements are for Fleet Maintenance at 1.6 acres and Utility Maintenance at 1.2 acres. All other corporation yard users require less than one acre each.

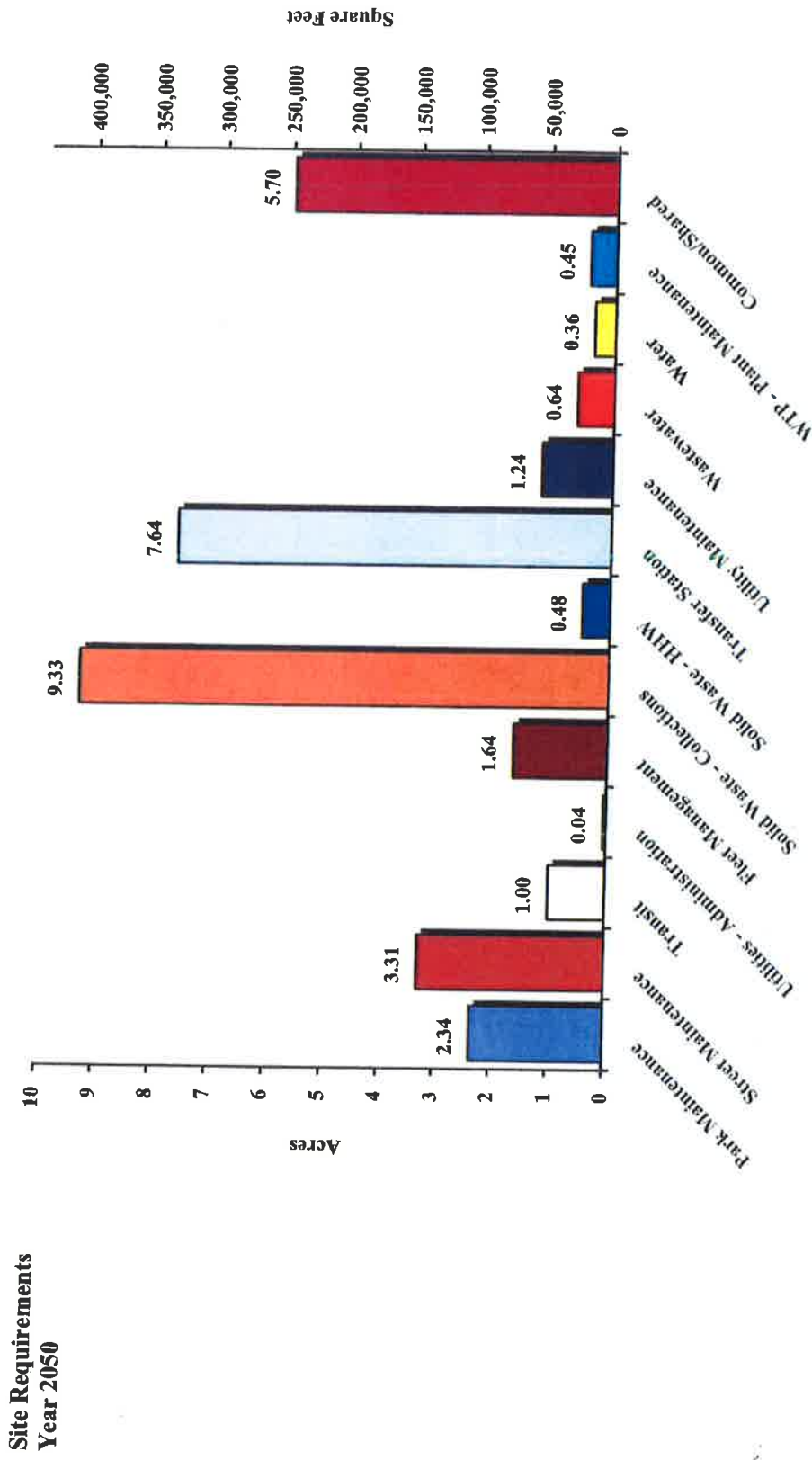
Parking for 314 employees, plus visitors, requires approximately 2.5 acres. Including a number of shared site support spaces such as vehicle fuel and wash facilities and general citywide warehouse and yard storage, overall "common/shared" site uses total approximately 5.7 acres.

The last two graphs present additional images of overall site requirements. The first chart identifies overall site requirements for all departments combined for each year from 2006 through 2050, by space type – enclosed, covered, open/yard, and circulation/landscaping. The significant increase in total

space and site area after the year 2016 reflects the development of a new Solid Waste Transfer Station and, to a lesser degree, the development of the area south of Highway 50. As has been discussed previously, it is not a question of whether this additional space and site area will be required but, rather, only a question of when.

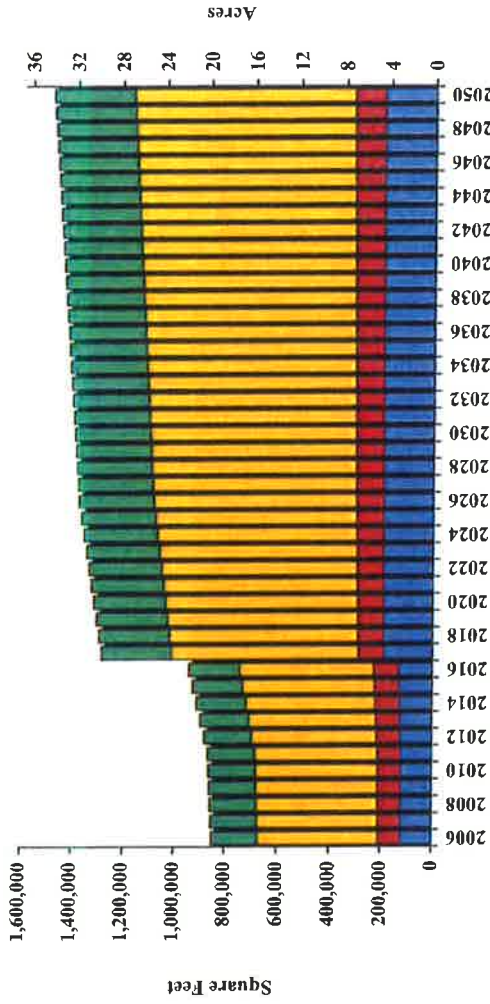
The last chart shows each department's space requirements for the year 2050, again by space type – enclosed, covered, open/yard, and circulation/landscaping. The departmental allocations include all requirements other than those for employee and visitor parking, which are included under the Common/Shared category.

City of Folsom
 Corporation Yard Needs Assessment Study

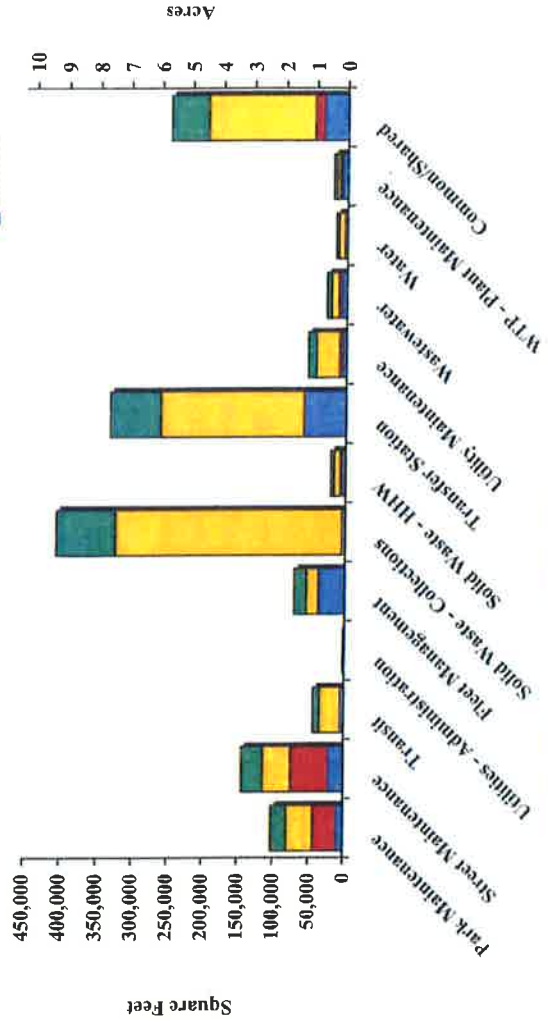


**City of Folsom
Corporation Yard Needs Assessment Study**

**Total Space and Site Requirements
2006 – 2050**



**Departmental Space and
Site Requirements – Year 2050**



Summary

A previous 1994 corporation yard facility planning study found that at that time the existing Leidesdorff Yard was fully utilized with no room for expansion, and both then current and projected requirements significantly exceeded the capacity of the existing yard. That study concluded that continued use of the Leidesdorff Yard was not a viable long-term solution and that the City should purchase another site that would be suitable for its long-term needs. This current corporation yard needs assessment and planning study confirms those previous findings of the inadequacy of the existing Leidesdorff Yard to meet either its current or long-range requirements. The need for a new replacement corporation yard remains.

To accommodate all corporation yard needs on a single, consolidated site, there is a current requirement for approximately 19.5 acres. With the development of a Solid Waste Transfer Station and the development of the area south of Highway 50, there is a year 2026 requirement for 31.6 acres. Upon attainment of maximum City population build-out, there is a projected requirement for 34.2 acres in the year 2035-2050 timeframe.

The existing corporation yard site of approximately five acres, with a maximum

buildable area of approximately ten acres if the former landfill area can be made available for corporation yard uses, can accommodate neither current nor future corporation yard requirements. Continued reliance on multiple corporation yard locations, as is the case presently, would be required. To meet long-term corporation yard needs, the acquisition of a new, replacement site is required.

As part of the City's planning activities for incorporation of the area within the City's Sphere of Influence south of Highway 50, a potential corporation yard site has been identified south of Highway 50 that is just southeast of the intersection of Prairie City Road and White Rock Road. A site area of a minimum of 34 acres is required to accommodate the City's longer-term projected corporation yard requirements.

It is important to note that the City's corporation yard needs will continue to evolve and may well change over time with new technology and changing operational methodologies. Beyond the year 2026 the City's population will continue to grow, although at a much slower rate once the current Sphere of Influence area south of Highway 50 is developed, and so too will the City's corporation yard needs. To provide longer-term flexibility, it would be desirable to identify and acquire a site that would be a minimum of 40 acres. This will ensure that

the City's corporation yard needs can be accommodated on a single, consolidated site to the year 2050 and beyond.

The site that has been identified as a potential location for the new corporation yard totals approximately 33 acres. To provide flexibility for longer-term growth beyond the timeframe of this needs assessment study, the City may wish to explore the feasibility of increasing the size of the potential corporation yard site to a minimum of 40 acres.


Conceptual Site Plan

To test the ability of the identified site to meet the City's projected long-term corporation yard needs, a preliminary conceptual site plan was developed. In developing this site plan, it was necessary to be cognizant of the overhead electrical transmission lines that traverse the middle of the site and the associated 275-foot wide utility easement. Within this easement, permanent facility construction is not permissible -- only surface parking and yard storage can be developed.

The preliminary conceptual site plan presented on the following page demonstrates that the identified site can be developed in a rather efficient manner that can accommodate all identified corporation yard requirements to at least the year 2026.

**Proposed Folsom Corporation Yard
 Preliminary Conceptual Site Plan**




 0' 100' 200' 400'
 SCALE: 1" = 200'
 January 26, 2008
The SGS Group
 5005 Sunrise Blvd., Suite 201
 Fair Oaks, CA 95628

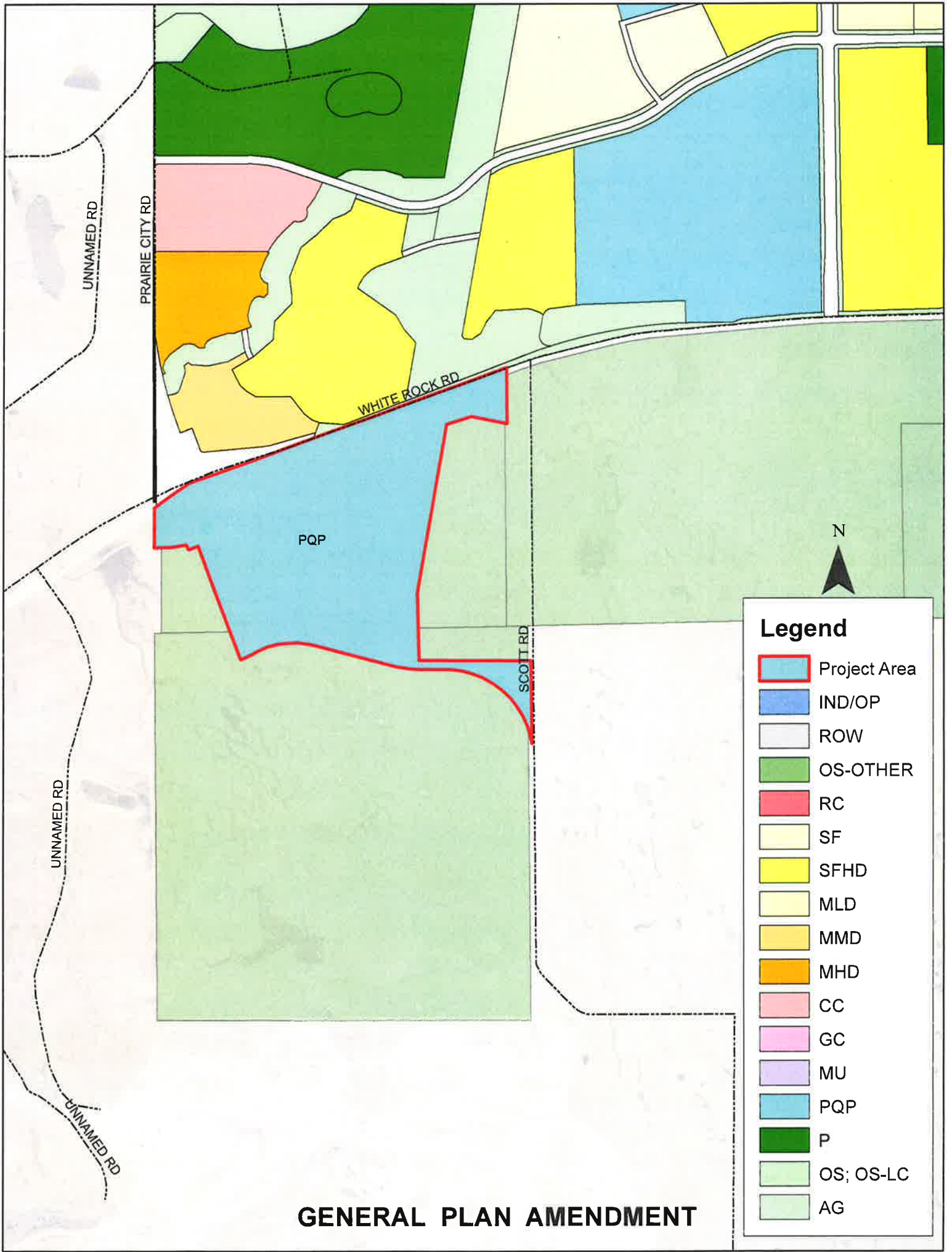
Next Steps

This needs assessment and planning study is the first step in the process of developing a new corporation yard for the City of Folsom. The following steps must now be undertaken.

1. City Council accepts the findings of this needs assessment and planning study and authorize site search activities for a new, consolidated corporation yard site.
2. Once a final site has been selected for a new consolidated corporation yard, revise as necessary the preliminary conceptual site plan presented in this report.
3. Develop a project implementation schedule and phasing plan.
4. Prepare preliminary total project development cost estimates, including land acquisition, off-site infrastructure improvements, design and construction, project management, and City overhead costs.
5. Develop financing plan.
6. Develop plan for the sale or re-use of the existing Leidesdorff Yard site.

ATTACHMENT NO. 3

General Plan Amendment Exhibit



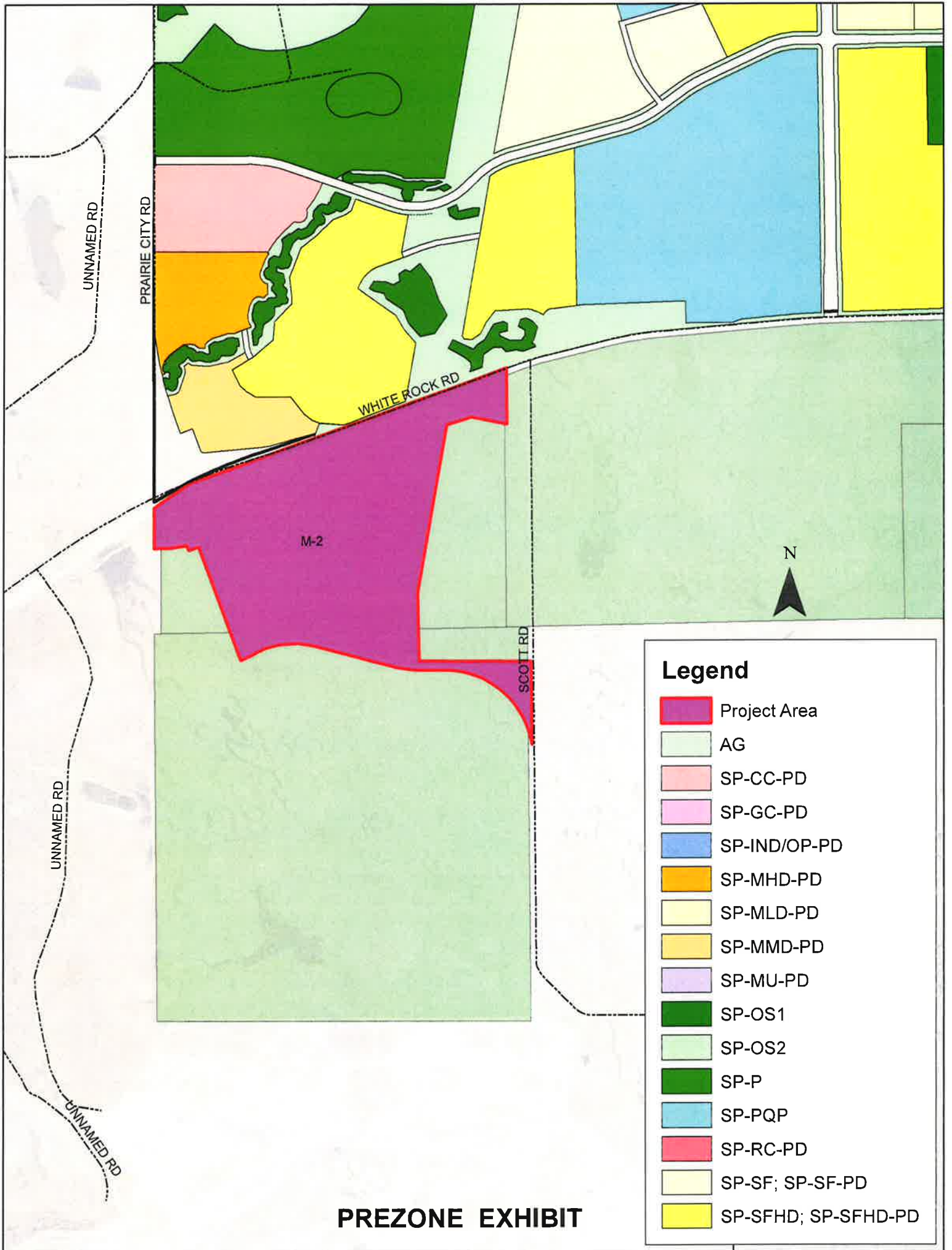
GENERAL PLAN AMENDMENT

Legend

- Project Area
- IND/OP
- ROW
- OS-OTHER
- RC
- SF
- SFHD
- MLD
- MMD
- MHD
- CC
- GC
- MU
- PQP
- P
- OS; OS-LC
- AG

ATTACHMENT NO. 4

Prezone Exhibit



PREZONE EXHIBIT

Legend

- Project Area
- AG
- SP-CC-PD
- SP-GC-PD
- SP-IND/OP-PD
- SP-MHD-PD
- SP-MLD-PD
- SP-MMD-PD
- SP-MU-PD
- SP-OS1
- SP-OS2
- SP-P
- SP-PQP
- SP-RC-PD
- SP-SF; SP-SF-PD
- SP-SFHD; SP-SFHD-PD

ATTACHMENT NO. 5
Master Services Review

The logo for Goodwin Consulting Group (GCG) features the letters 'GCG' in a bold, serif font. The 'G' and 'C' are red, and the 'G' is black. The letters are set against a white background within a black-bordered box.

GOODWIN CONSULTING GROUP

**CITY OF FOLSOM
MUNICIPAL SERVICES REVIEW FOR THE
PROPOSED FOLSOM CORPORATION YARD
SPHERE OF INFLUENCE AMENDMENTS
(LAFC #01-17)**

FINAL

Prepared for:



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

May 1, 2018

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

COMMISSIONERS

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Sue Frost, County of Sacramento Member

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Paul Green, Special District Member

STAFF

Donald J. Lockhart AICP, Executive Officer

Nancy Miller, Commission Counsel

Diane Thorpe, Commission Clerk

**Proposed Folsom Corporation Yard Project Site
Sphere of Influence Amendments
Municipal Services Review**

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APPENDIX A: MSR Comments

CHAPTER 1: INTRODUCTION

INTRODUCTION

This Municipal Services Review (MSR) report seeks to provide the determinations required under Government Code Section 56430 when a local agency formation commission (LAFCo) prepares, updates, or amends a sphere of influence for an affected agency. It discusses how the City of Folsom (City) has the operational and financial ability, as well as the organizational framework, to successfully serve the proposed Corporation Yard project site (Project) if the proposed sphere of influence amendment is approved by the Sacramento Local Agency Formation Commission.

The MSR will be used to determine if municipal service providers can feasibly finance and extend infrastructure, services, and facilities in a timely manner, to the proposed Project with no adverse impact to existing development within the current Sphere of Influence (SOI).

PROJECT DESCRIPTION

The proposed Project is located outside of the current City limits and is needed to serve existing and future development in the City. The Project site encompasses approximately 57 acres and is planned to include 36 acres for the City's future corporation yard, 16 acres for the Capitol SouthEast Connector right-of-way, and 5 acres to realign Scott Road. Regional and site maps of the proposed Project are shown in Figures 1-1 and 1-2 at the end of this Chapter.

In 2008, the City evaluated existing corporation yard needs to determine whether existing facilities were adequate and, if not, what type of facilities would be needed to accommodate both the current city population and the City's projected build out population of approximately 110,000 residents pursuant to its general plan. Table 1-1 on the following page shows the anticipated corporation yard needs of the City at buildout (approximately the year 2050).

The City's corporation yard operations are currently split among multiple sites. The main corporation yard, located at the west end of Leidesdorff Street, is approximately 15 acres. Approximately 3 acres of the 30-acre water treatment plant site is also designated for corporation yard uses. Additional sites include a yard adjacent to the Folsom City Zoo Sanctuary and Rodeo Park on Stafford Street (0.6 acres), and a yard adjacent to the John Kemp Community Park and Folsom Sports Complex on Clarksville Road (1.6 acres). The main Leidesdorff Yard (5 acres of active use) is fully occupied and unable to support current requirements; thus, the City has developed the other smaller corporation yard sites to meet current needs. Approximately 10 acres of additional space is available on the site of the former landfill at the main yard for passive uses, but even with this available acreage, the existing sites cannot meet current and projected City corporation yard requirements.

The City currently has a wide variety of uses at the existing corporation yard locations. If approved, the City would move and consolidate current corporation yard operations to the Project site. The new yard is anticipated to house the following City departments: Parks and Recreation, Public Works, and Utilities.

Table 1-1: Facility Needs (Buildout – 2050)

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

Source: City of Folsom 2008

Figure 1-1: Regional Map of the Project Area

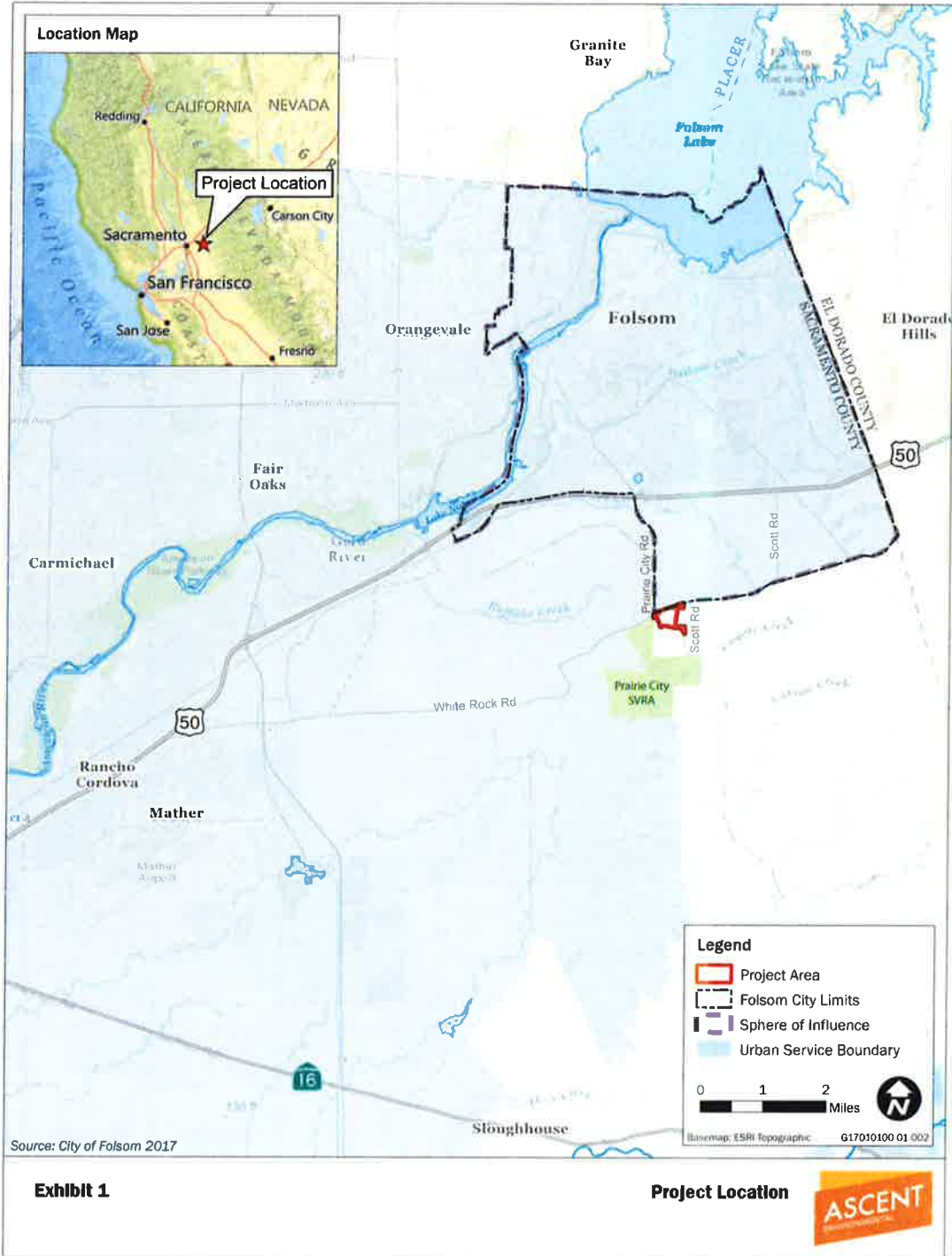
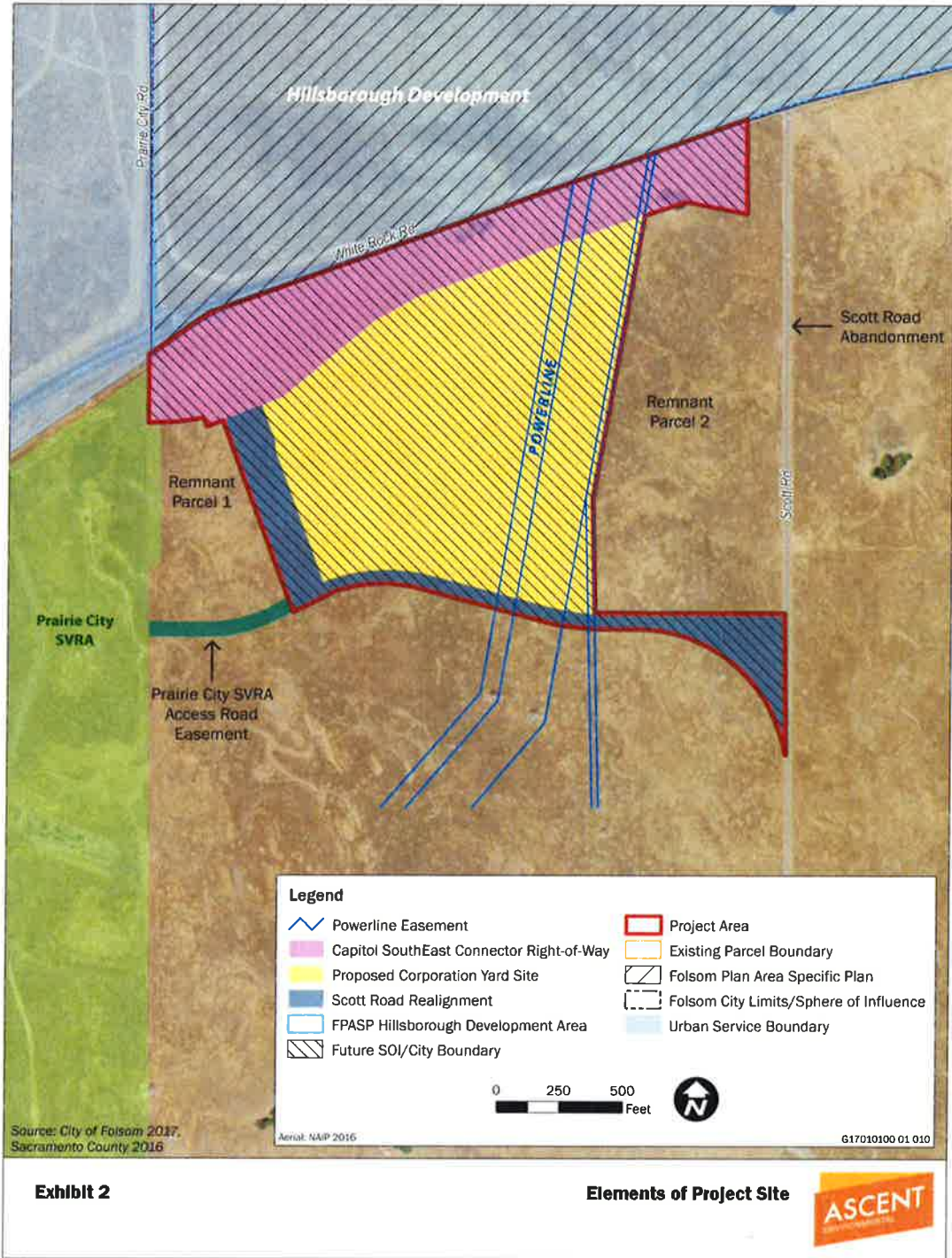


Figure 1-2: Site Map of the Project Area



CHAPTER 2: LEGISLATIVE FRAMEWORK

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 governs, among other things, the roles and responsibilities of LAFCoS. Pursuant to Section 56430(a) of the Government Code, “In order to prepare and to update spheres of influence in accordance with Section 56425, the commission shall conduct a service review of the municipal services provided in the county or other appropriate area designated by the commission.” From this language comes the more commonly known municipal services review, which is designed to inform the related LAFCo proceedings.

As part of its review, the commission is required to prepare a written statement of its determinations with respect to the following:

- (1) Growth and population projections for the affected area
- (2) Location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence
- (3) Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies
- (4) Financial ability of agencies to provide services
- (5) Status of, and opportunities for, shared facilities
- (6) Accountability for community service needs, including governmental structure and operational efficiencies
- (7) Any other matter related to effective or efficient service delivery, as required by commission policy

These items are addressed in the subsequent chapters of this report for each of the municipal services anticipated within the Project area.

CHAPTER 3: GROWTH AND POPULATION PROJECTIONS

Incorporated in 1946, the City is located in the eastern portion of Sacramento County, approximately 25 miles east of Sacramento, 85 miles west of South Lake Tahoe, and 110 miles northeast of San Francisco. The City has a population of approximately 73,000 residents and an employment base of over 40,000 jobs. Folsom is a full-service city that provides its own police, fire, land use planning, community development, public works, utilities, library, refuse and hazardous waste collection, recycling, transit, and parks and recreation services.

In 2012, the City annexed over 3,600 acres of land south of Highway 50. This Folsom Plan Area is proposed to include 11,337 residential units as well as 2.8 million square feet of commercial development at buildout and is anticipated to add nearly 28,000 residents to the City.

The Project site is adjacent to the Folsom Plan Area and is planned solely for the City's future corporation yard, the Capitol SouthEast Connector right-of-way, and the Scott Road realignment. No residential or commercial development is planned within the proposed Project area.

Although no residents are anticipated within the proposed Project, the City is anticipated to experience significant growth based on projections developed by the Sacramento Area Council of Governments (SACOG). SACOG projections for the City range between 81,400 and 97,485 residents by 2035. A summary of historical household population estimates and growth projections through 2050 is presented in Table 3-1 below.

Table 3-1: Folsom Household Population Estimates and Growth Projections 1990-2050

	Census *	DOF **	SACOG
1990	23,118		
2000	44,940		
2005	--	59,209	
2010	72,203		
2017	--	73,105	
2035	--		81,400 to 97,485
2050	--		105,000 to 120,000

* Census figures include population of entire City, including prison population.

** DOF figures include population in households, not those within group quarters (i.e., prison).

Source: City of Folsom General Plan, California Department of Finance

CHAPTER 4: DISADVANTAGED UNINCORPORATED COMMUNITIES

Senate Bill 244 (SB 244) requires cities and counties to address the infrastructure needs of unincorporated disadvantaged communities in MSRs. Specifically, SB 244 prohibits LAFCo approval of city annexations greater than 10 acres that are contiguous to a disadvantaged unincorporated community unless the city applies to annex the disadvantaged unincorporated community as well. SB 244 defines a disadvantaged unincorporated community as any area with 10 or more dwelling units that is either within a city SOI, is an island within a city boundary, or is geographically isolated and has existed for more than 50 years, and where the median household income is less than 80 percent of the statewide annual median. Pursuant to this definition, there are no disadvantaged unincorporated communities contiguous to the Project area.

CHAPTER 5: PUBLIC FACILITIES AND SERVICES

Folsom is a full-service city that provides a variety of essential services to its residents and businesses, including fire, police, library, parks and recreation, solid waste, storm drainage, transit, street maintenance, wastewater collection, and water. This chapter describes the present and planned capacity of these public facilities and adequacy of public services, including infrastructure needs or deficiencies. As mentioned previously, the City plans to shift operations at its existing corporation yard locations to the proposed Project site and consolidate various city services to one central location.

FIRE PROTECTION

The Project site is currently served by the Sacramento Metropolitan Fire District (SMFD) at a rural response standard. This standard specifies that: 1) rural areas of less than 500 people per square mile should have first-due unit travel times of 14 minutes; 2) rural areas should receive the effective response force within 20 minutes travel time; 3) fires will be contained to the building of origin to prevent a wildland fire; and 4) medical patients salvageable upon arrival will receive appropriate care for their condition.

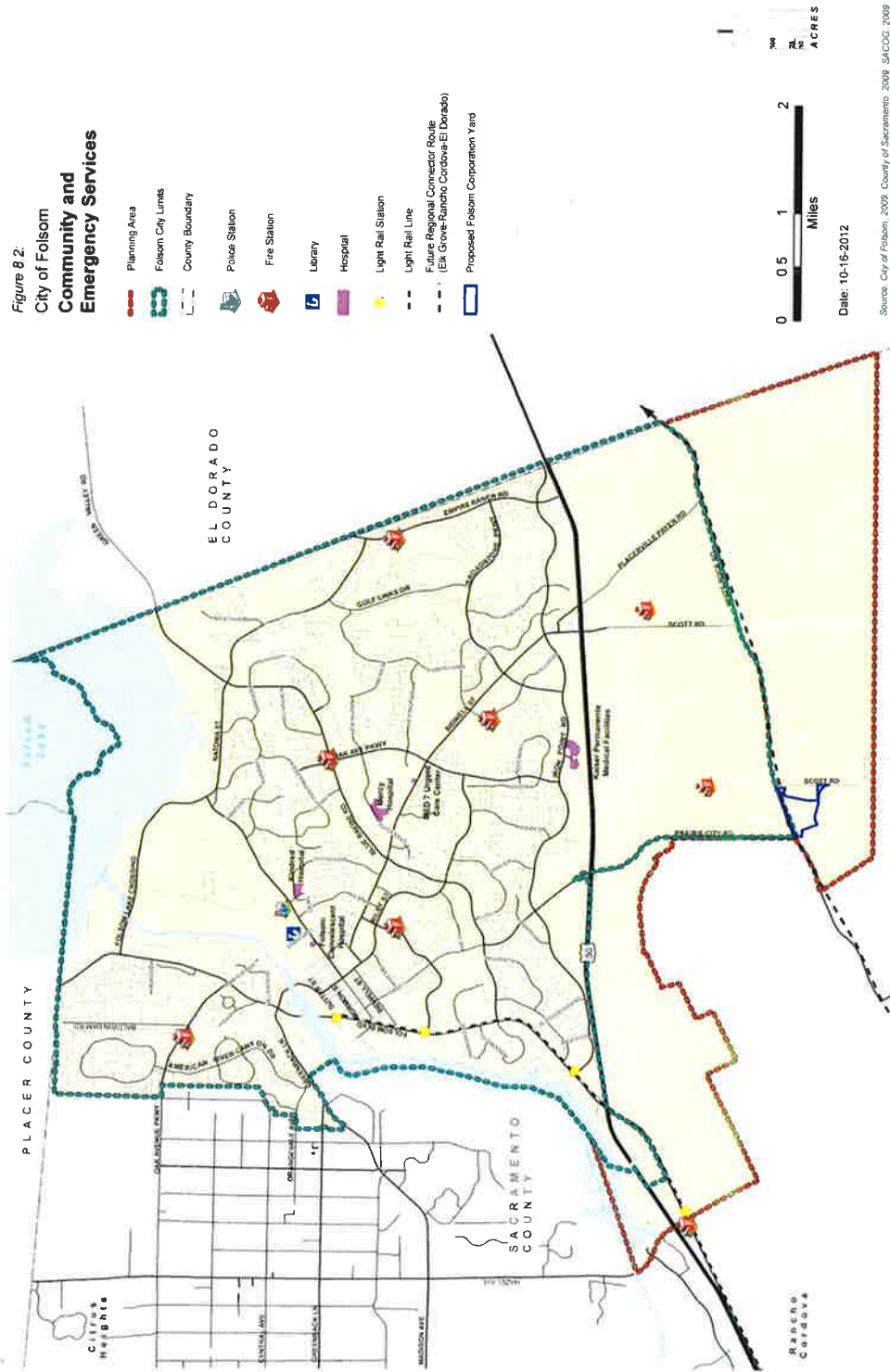
SMFD has an automatic aid agreement with the City which establishes that the closest and most appropriate unit will respond to an emergency. As such, SMFD will continue to respond to an incident regardless of the proposed sphere of influence amendment and is expected to provide a majority of fire protection services to the Project area until the City constructs the proposed fire stations within Folsom Plan Area. Consequently, the proposed Project sphere of influence amendment is not anticipated to impact SMFD's ongoing operations.

The Folsom Fire Department provides a wide range of emergency services to development within the City of Folsom and neighboring jurisdictions. A staff of 71 fire personnel provides fire suppression, rescue, prevention, public education, hazardous materials response and emergency medical services to the community. The Folsom Fire Department serves a population of approximately 78,000 in an area covering 30 square miles in eastern Sacramento County and is assigned a Class 2/9 ISO rating.

The Folsom Fire Department currently operates four strategically located fire stations within the City to serve its residents.

- Station #35 at 535 Glenn Drive, in the Central Business District
- Station #36 at 9700 Oak Avenue Parkway, in northwest Folsom
- Station #37 at 70 Clarksville Road, near Folsom Lake College
- Station #38 at 1300 Blue Ravine Road, in central Folsom near Oak Avenue Parkway

Figure 5-1: Map of Fire and Police Stations



The Fire Department is staffed by 65 sworn personnel and 6 support staff personnel. Each of the four stations is comprised of three engine companies (three-person), one truck company (four-person), two ambulances (two-person), and one duty chief officer (one-person). The Fire Department response time target is six minutes or less 90 percent of the time from dispatch to on-scene for structure fires. The Department has automatic aid agreements with neighboring jurisdictions in Sacramento, El Dorado, and Placer Counties which establish that the closest and most appropriate unit will respond to an emergency.

The most prominent gap in the Fire Department's coverage is the Empire Ranch area in eastern Folsom. This area is hard for existing fire stations to reach due to the lack of road connections. As a result, the Fire Department is in the process of constructing a fifth station, #39, which will serve the east and north areas of the City from its location on Empire Ranch Road at Ritchie Street. A sixth fire station is planned to be constructed upon completion of 1,500 residential occupancies within the Folsom Plan Area, which is directly north of the proposed Project site. Figure 5-1 on the previous page shows the location of the existing and proposed fire stations in the City.

Fire Station #37, located at 70 Clarksville Road, is the current closest City fire station to the proposed Project site. It is approximately 5.5 miles from the Project; however, the response time from Station #37 to the Project would exceed 8 minutes. As noted above, future fire station #39 is planned within the Folsom Plan Area and would serve the Project within the City's response time standard. Based on these determinations, the Fire Department can efficiently and effectively meet the long-term fire protection needs of the Project.

LAW ENFORCEMENT

The Folsom Police Department is located at 46 Natoma Street and is staffed with 103 police personnel. The Police Department is a full-service department and provides all law enforcement and public safety services to the City's residents from the initial acceptance of a 911 call through patrol response, criminal investigation, and other special duties, including motor officers, SWAT, an equine unit, evidence technicians, and crime scene investigators.

The Folsom Police Department currently operates one police station, which is staffed by 75 sworn officers and 28 support staff. This translates to a service standard of approximately 1.02 sworn officers per 1,000 residents. Discussions with Police staff suggest that the police station has reached maximum capacity. However, the Police Department anticipates adding a new police substation that could house 55 to 65 additional officers as the Folsom Plan Area is developed. The proposed substation will ensure that the Police Department could provide adequate service to the Folsom Plan Area as well as the proposed Project site.

The Police Department is comprised of three bureaus: the Field Operations Bureau, the Administration Bureau, and the Support Services Bureau. The Field Operations Bureau includes the Patrol Division and the Neighborhood Services Division. The Patrol Division houses the Traffic Section, Mounted Unit, K-9 Unit, Crime Scene Investigations Unit, and the Special Weapons and Tactics (SWAT) Team. The Neighborhood Services Division is comprised of the

Community Crime Suppression Unit, School Resource Officers, and Citizens Assisting Public Safety (CAPS) volunteers. The Administration Bureau includes the Investigations Division – which comprises General Investigations, Specialized Investigations Unit, Crime Analysis Unit, and Evidence Technicians – and the Administration Division – which includes Training, Professional Standards, and Budget. The Support Services Bureau is comprised of the Communication Center (911), Live Scan and Fingerprint Unit, and Records Division.

The Police Department is attuned to the needs of future development within the City, including the proposed Project. The Police Department anticipates the construction of a new substation on a parcel of land off of Scott Street (now renamed East Bidwell Street). Current estimates, as mentioned above, call for the addition of 55 to 65 Police Department personnel to provide the same level of service currently enjoyed by the City. Based on these determinations, the Police Department can efficiently and effectively meet the long term police needs of the Project.

LIBRARY

The City currently operates a single library branch – the 24,000-square foot Georgia Murray building, at 411 Stafford Street in the civic center adjacent to City Hall. The Folsom Public Library first opened in 1993 at 300 Persifer Street. The age, design, and limited space of the Persifer Street building led the Folsom City Council to approve the construction of two new libraries: the current main library and a joint-use branch library at the Vista del Lago High School. The Georgia Murray Building (main library) opened to the public in 2007, followed by the 9,000-square foot Norman R. Siefkin Public Library at the Vista del Lago High School (joint-use) in 2008. Due to budget constraints, the Siefkin branch is temporarily closed to the general public.

Since no residents are anticipated to be generated within the Project, City staff does not foresee any impact on library services from development of the Project. However, the City anticipates reserving a small portion of the proposed Municipal Services Center (approximately 15,000 square feet) within the Folsom Plan Area to house an express library where customers could pick up materials requested through the Sacramento Public Library system as well as browse through and check out collections including bestsellers, magazines, audio books, CDs, DVDs, and materials for children. Wireless network access as well as computer workstations may also be featured. Depending on customer demand and funding availability, the City could also consider reopening the Siefkin library to help meet total City needs. Based on these determinations, the Folsom Public Library can efficiently and effectively meet the long term library needs of the Project.

NATURAL GAS AND ELECTRIC

Natural gas and electricity to the City are currently provided by Pacific Gas and Electric Company (PG&E) and the Sacramento Municipal Utility District (SMUD), respectively. Both PG&E and SMUD have or will have sufficient capacity to extend service to the proposed Project area through future dry utility connections located north of the JPA Connector within Prairie City

Road, which are anticipated to be constructed to serve the Folsom Plan Area. Additionally, the City is planning to incorporate renewable technologies (e.g., solar, wind, geothermal, etc.) into the design and construction of the Project to reduce demand on infrastructure needs. Based on these determinations, PG&E and SMUD can efficiently and effectively meet the long term natural gas and electric needs of the Project.

PARKS AND RECREATION

The City's parks and recreation system includes developed parks, planned parks, active recreation facilities, bike and walking trails, and community centers that serve targeted populations. Figure 5-2 on the following page shows the locations of the City's existing and proposed parks, recreation facilities, and open space. The City's parks are administered by the Department of Parks and Recreation. The City has a Parks and Recreation Master Plan, most recently updated in 2015 and adopted by the City Council in December 2015. The Master Plan identifies a development program for all undeveloped parks, including undeveloped remaining phases of existing parks as well as parks planned within the Folsom Planning Area. In addition to the City's facilities, the State operates the Folsom Lake State Recreation Area within the city limits, and other State and regional parks are located within City limits. However, the City has no ownership or service connection to these State and County facilities.

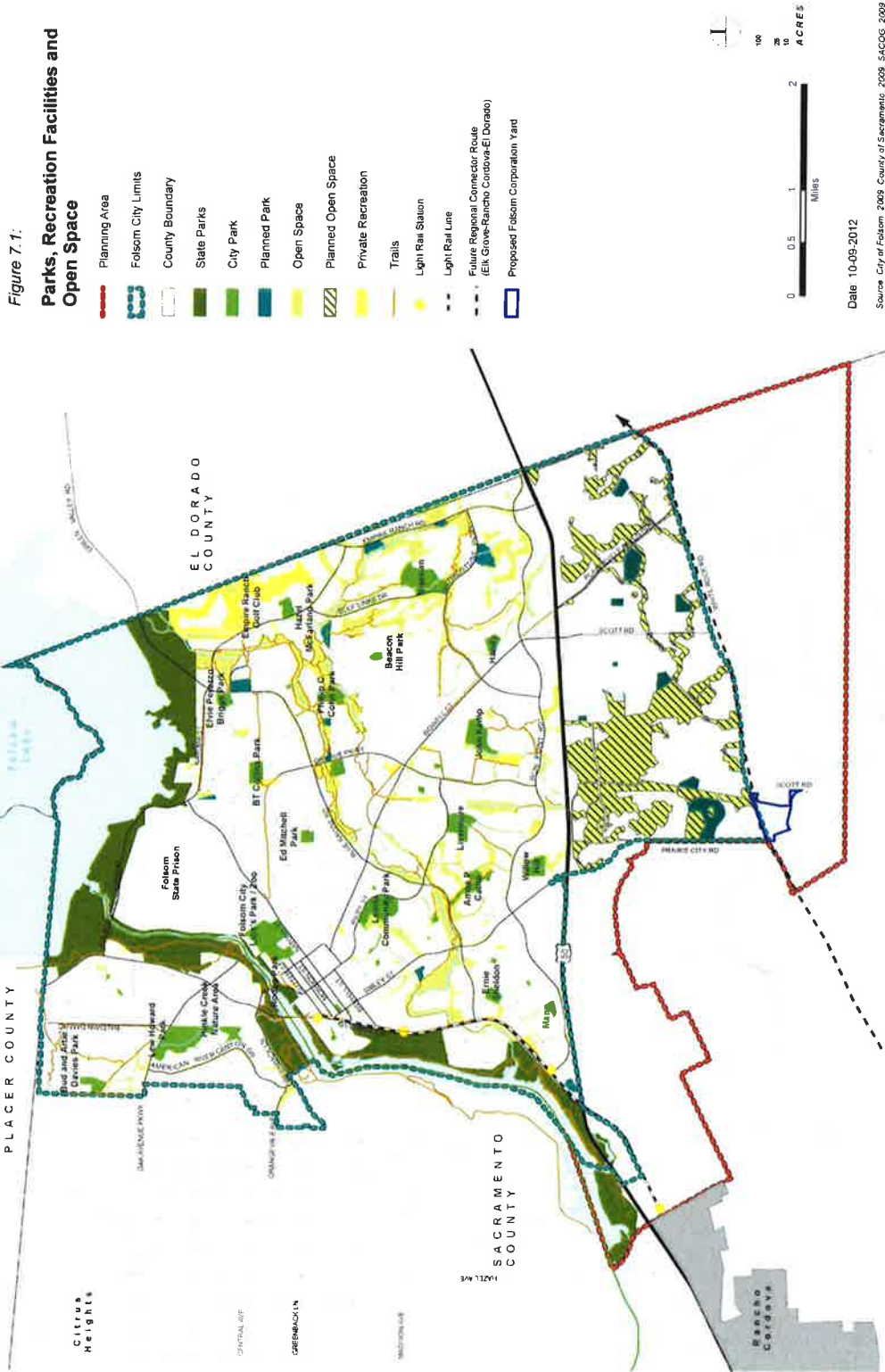
Since no residents are anticipated to be generated within the Project, City staff does not foresee any impact on parks and recreation services from development of the Project. Based on these determinations, the City can efficiently and effectively meet the long term parks and recreation needs of the Project.

SOLID WASTE

The Solid Waste Division provides collection, recycling, and disposal of solid waste, green waste, universal waste, household hazardous waste (e.g., paint, toxics, and batteries) and bulky items to homes and businesses throughout the Folsom community. Garbage, recycling, and green waste are collected through a fleet of collection vehicles, while hazardous waste is collected through individual appointments. The City diverts more than 50% of its solid waste through recycling annually pursuant to a mandate under the Integrated Waste Management Act (AB 939).

Most refuse from Folsom is sent to Keifer Landfill, a Class III landfill located at 12701 Kiefer Boulevard in Sloughhouse, about 11 miles south of Highway 50. Keifer Landfill is the primary solid waste disposal facility in Sacramento County and is operated by the County. The landfill is permitted to receive a maximum of 10,815 tons per day. As of 2005, it had a remaining capacity of 112,900,000 cubic yards and is anticipated to close in 2064.

Figure 5-2: Map of Parks, Recreation Facilities, and Open Space



As mentioned previously, the City plans to consolidate existing corporation yard operations at multiple facilities throughout the City to one centralized location at the Project site, including City utilities. The expanded facility will help the City better serve its current and future residents. Based on these determinations, the Solid Waste Division can efficiently and effectively meet the long term solid waste needs of future development in the City, including the proposed Project site.

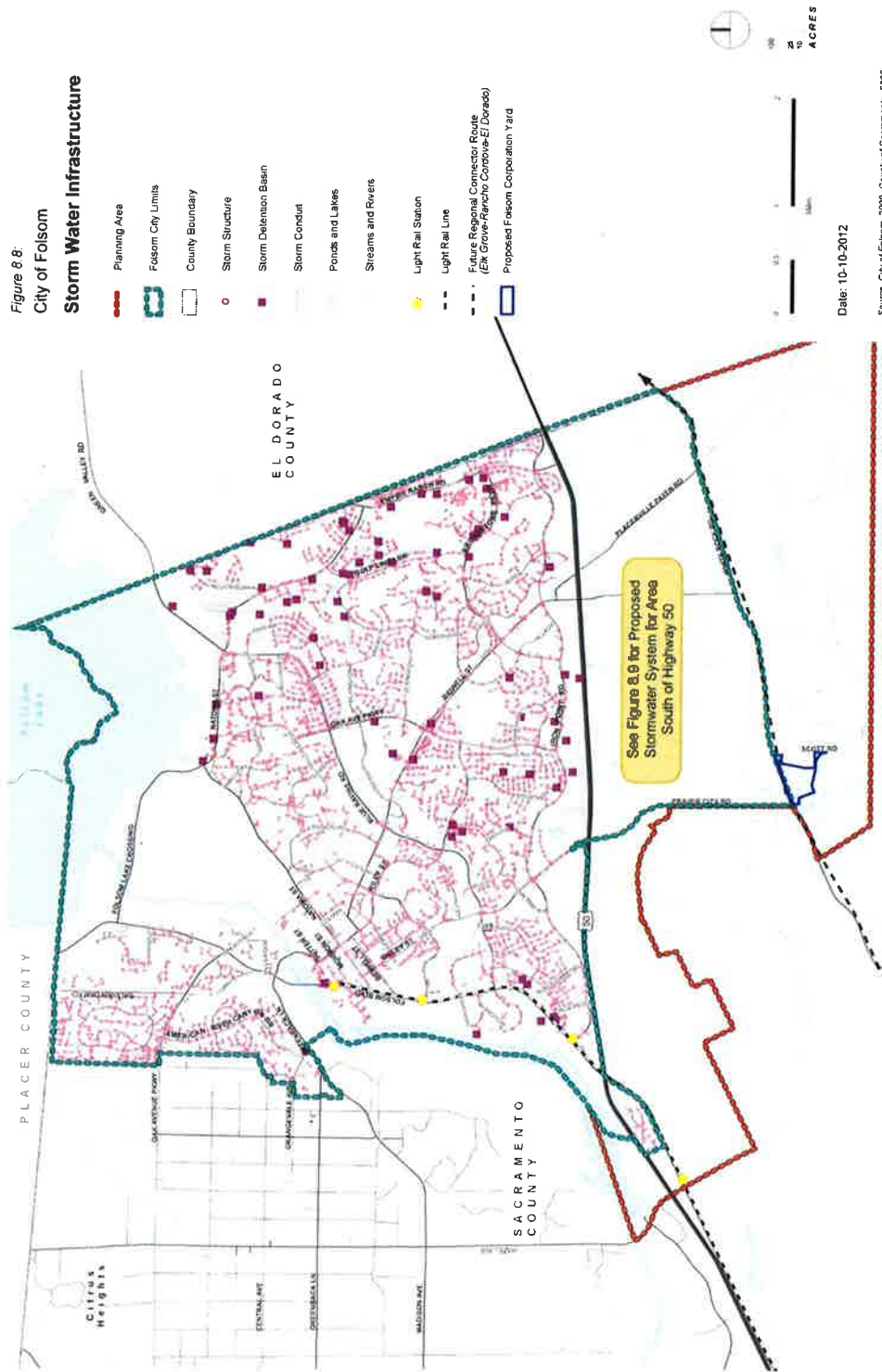
STORM DRAINAGE

The City's Public Works Department is responsible for all stormwater management issues for the City, including design and construction of the storm drain system, operation and maintenance, and urban runoff pollution prevention. The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/rivers. The map of the City's storm drain system is shown in Figure 5-3 on the following page.

The City's storm drainage system primarily discharges to local streams and the American River. Some stormwater discharges are treated by either onsite treatment controls, such as water quality swales or proprietary treatment devices, while discharges from other development areas are either untreated or directed to regional water quality/detention basins before discharging to a local stream. Most development projects in the City are required to install post construction stormwater controls such as detention basins or treatment vaults in order to reduce the volume and improve the quality of runoff.

Since the Project site naturally slopes from the northeast towards the southwest, a pipeline collection system will convey storm runoff to a hydro-modification/detention basin located near the southwest corner of the Project site. The hydro-modification/detention basin will provide water quality treatment and hydro-modification for storm runoff up to the 10-year 24-hour storm and detention up to the 100-year 24-hour storm. The hydro-modification/detention basin would discharge through a culvert into an existing water course at the project boundary. The discharge will be limited to pre-development conditions. Although there is no existing stormwater infrastructure within the area of Folsom south of Highway 50, the storm drainage system anticipated within the Folsom Plan Area will provide capacity to the Project area. Based on these determinations, the City can efficiently and effectively meet the long term storm drainage needs of the Project.

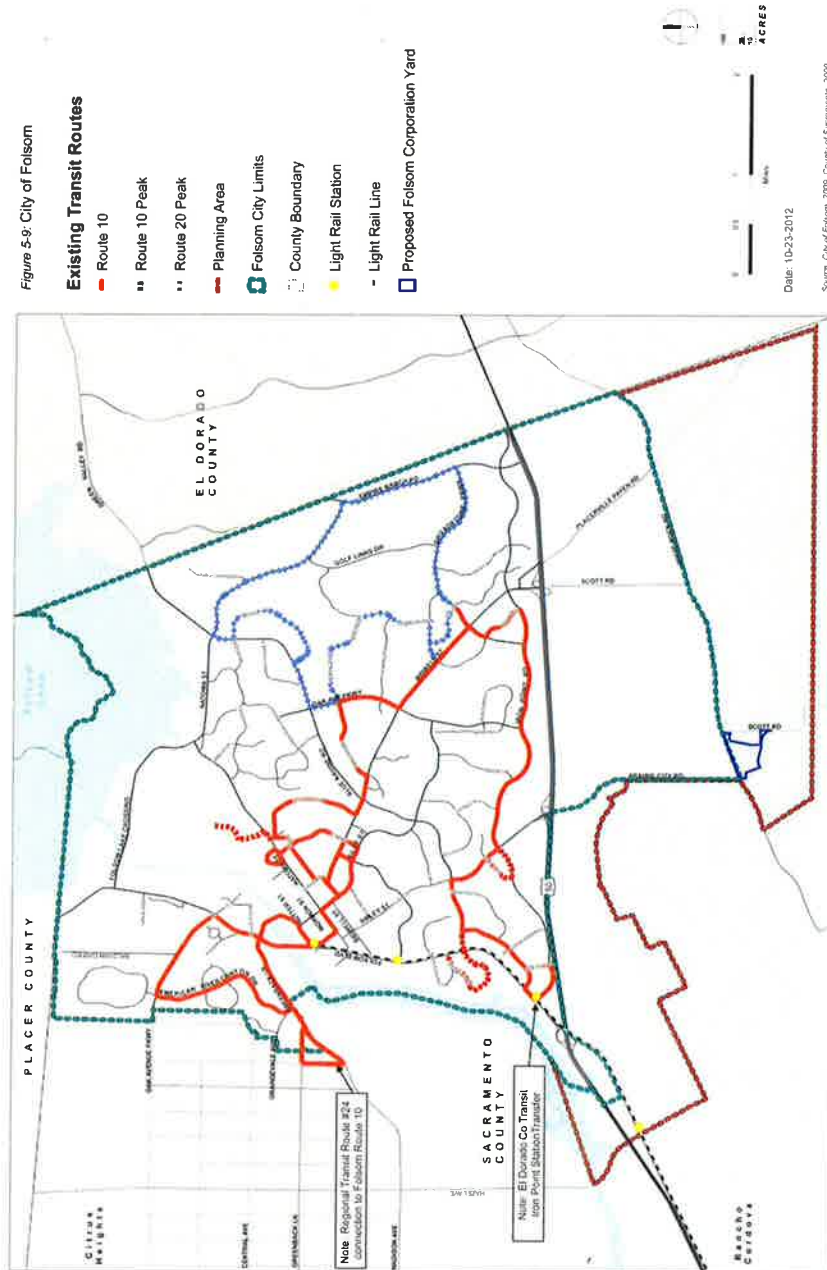
Figure 5-3: Storm Water Infrastructure



TRANSIT

Transit service in the City is offered by the City's Folsom Stage Line buses and by Sacramento Regional Transit. Specifically, bus service is provided by the City and light rail service is provided by Sacramento Regional Transit. Existing transit routes are shown in Figure 5-4 below.

Figure 5-4: Existing Transit Routes



Since no residents are anticipated to be generated within the Project, City staff does not foresee any impact on transit services from development of the Project. However, bus connections between north and south of Highway 50 will be included with the development of the Folsom Plan Area. The expanded connections could also serve employees commuting to the Project area. Based on these determinations, the City can efficiently and effectively meet the long term transit needs of the Project.

TRANSPORTATION

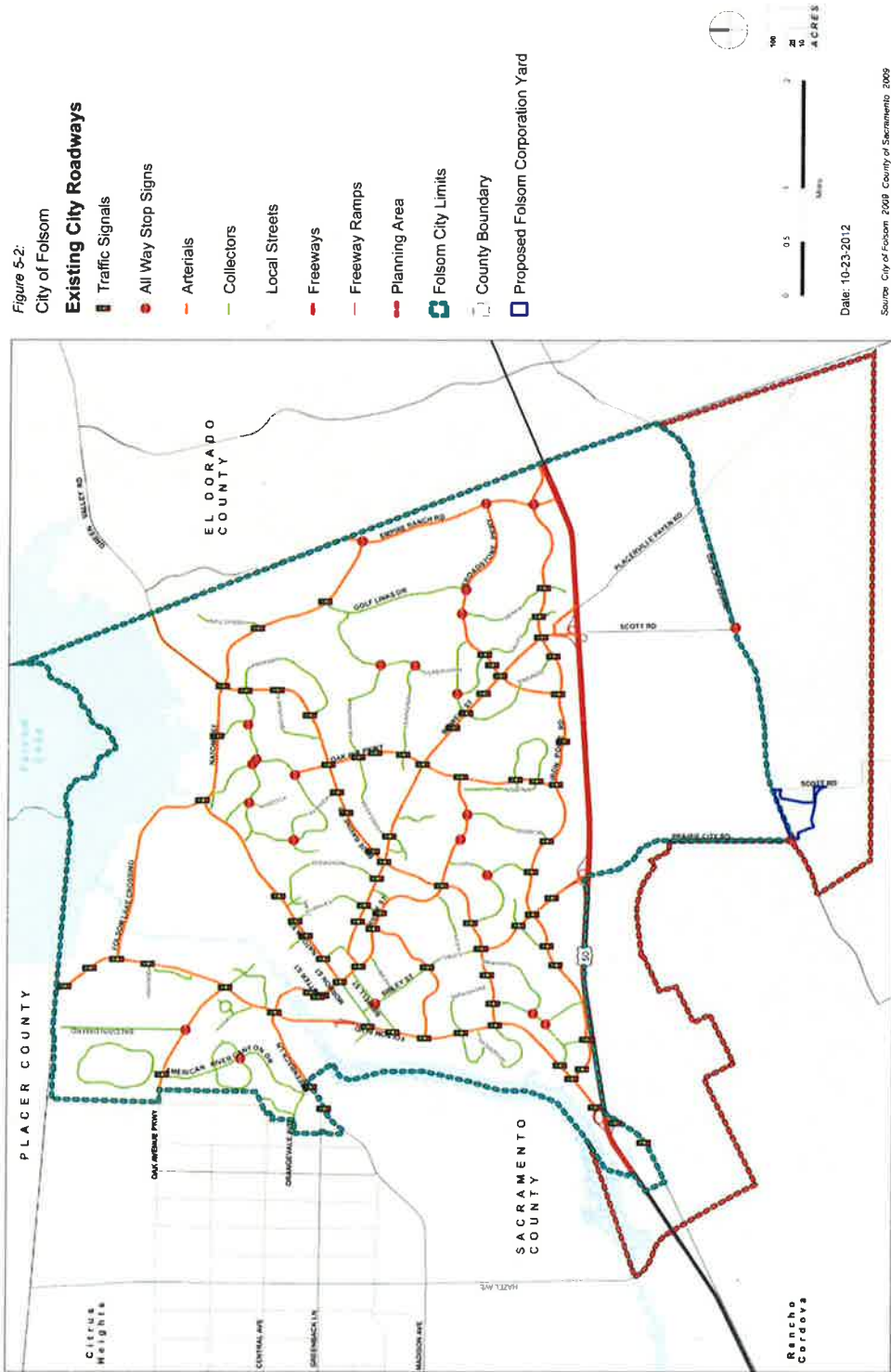
The City's existing roadway system includes a variety of local roadways and facilities, as shown in Figure 5-5 on the following page. However, sufficient transportation infrastructure does not currently exist south of Highway 50 due to its undeveloped nature. In order to serve development south of Highway 50, including the proposed Project site, the Folsom Plan Area proposes a detailed roadway circulation plan that includes extending the existing north-south routes on Prairie City Road and Scott Road. The Folsom Plan Area proposes turning these existing roadways into major north/south "complete streets" with features such as wide shaded sidewalks, bike lanes, and transit routes. It also proposes adding two more north/south routes that will connect with Oak Avenue Parkway and Empire Ranch Road north of Highway 50.

The circulation plan for the Folsom Plan Area also includes portions of the Capital Southeast Connector project, a 35-mile-long multimodal, limited access transportation facility that will link communities in Sacramento and El Dorado Counties, including Elk Grove, Rancho Cordova, Folsom, and El Dorado Hills. A Joint Powers Authority (JPA) has been formed for the project that consists of the Cities of Elk Grove, Rancho Cordova, and Folsom, and Sacramento and El Dorado Counties. Specifically, the Capital Southeast Connector project is anticipated to widen White Rock Road to a 4-lane expressway and will require the re-alignment of Scott Road to the south.

The Streets Maintenance Division of the Public Works Department is responsible for maintenance of a majority of the City's roadways, bridges, storm drainage systems and sidewalk infrastructure. However, the City does have multiple maintenance agreements with Sacramento County, which include intersection maintenance, street lights operation, and roadway maintenance at the following locations: 1) Madison Avenue at Greenback Lane; 2) Folsom Boulevard between Highway 50 and Aerojet Road; and 3) American River Canyon Drive at Greenback Lane. The City also has an agreement with El Dorado County for maintenance along Sophia Parkway.

This division is also responsible for compliance with current National Pollutant Discharge Elimination System (NPDES) regulations, including street sweeping. In addition, maintenance of creeks and City-owned street trees, and weed abatement, are the responsibility of the Street Division. The City's pavement management system is updated and implemented through the Street Maintenance Division. The Traffic Maintenance Division is responsible for the operation and maintenance of traffic signals and City-owned street lights within the City limits.

Figure 5-5: Transportation Infrastructure



In addition, the Traffic Division maintains traffic signs and pavement markings throughout the City, assures Geographic Information System (GIS) and database tracking of all related assets, facilitates fiber optic interconnects in the City, and installs and monitors traffic flow and related equipment.

It should be noted that the Sacramento County Department of Transportation has previously commented on the draft MSR to express concerns regarding the geometric configuration of the realignment of Scott Road. Sacramento County's comments are included in Appendix A. The City will enter into a separate agreement (e.g., MOU) with Sacramento County to address the County's concerns related to this issue. Based on these determinations, the City can efficiently and effectively meet the long term transportation needs of the Project.

WASTEWATER

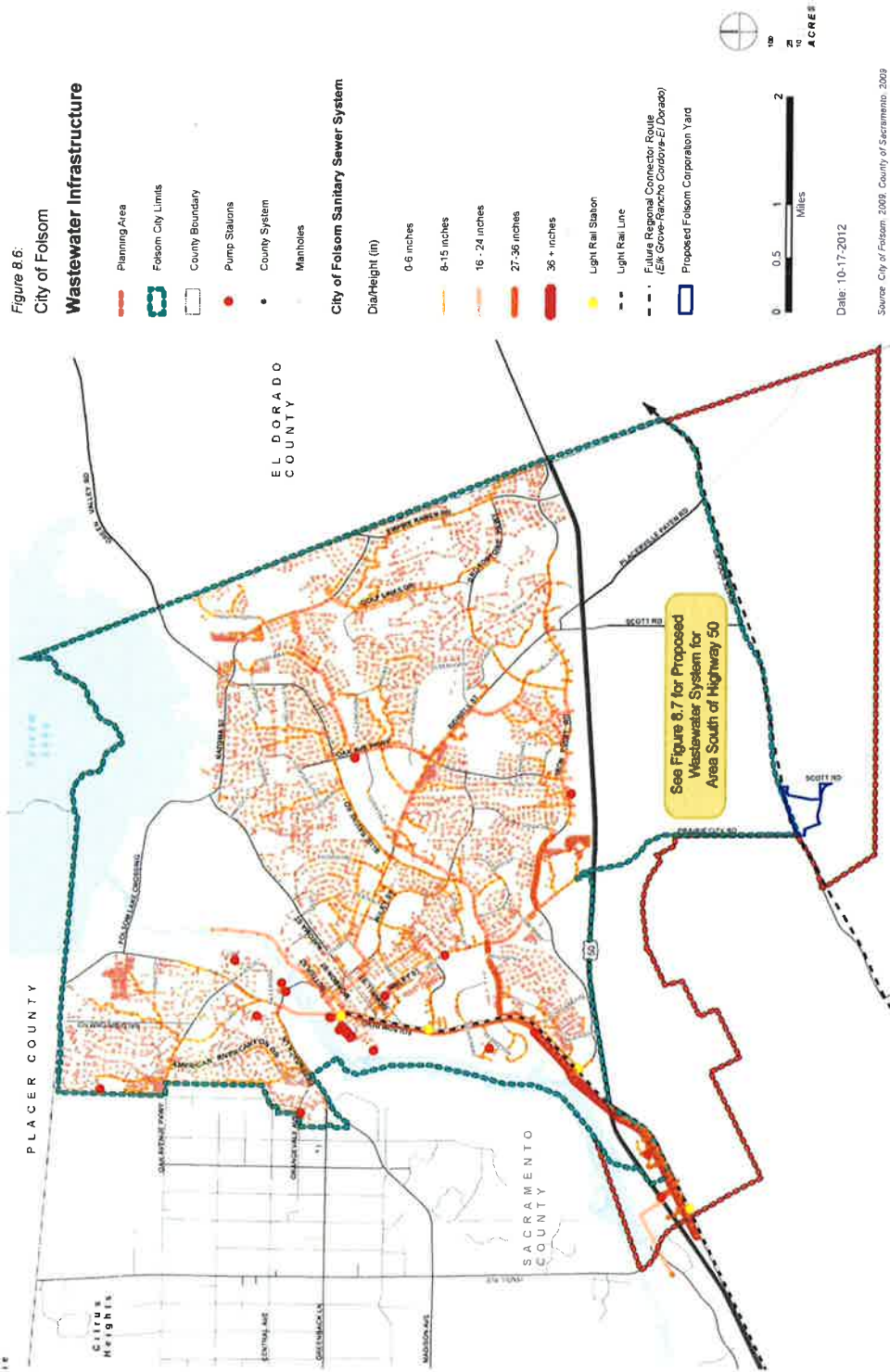
The City's Environmental and Water Resources Department is in charge of the sanitary sewer system for the City. The City collects sewage within the city limits, which is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRCSD) to be treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located just north of Elk Grove. The City does not currently have any compliance matters or issues.

Folsom's sewer collection system consists of over 264 miles of sanitary sewer pipe and 9 pump stations. SRCSD has two interceptors and one pump station that serve the City of Folsom – the Folsom East Interceptor, the Folsom Interceptor, and the Iron Point Pump station. A map of the City's wastewater system is shown in Figure 5-6 on the following page.

Wastewater service is not currently available in the area of Folsom south of Highway 50 due to its undeveloped nature; however, the Folsom Plan Area calls for the majority of the area to have a wastewater system similar to that north of Highway 50, with collectors and mains conveying wastewater to the SRCSD system for treatment. The existing Folsom East Interceptor is designed to serve buildout of the Folsom Plan Area, including the Project area.

Specifically, sanitary sewer service for the Project area will be provided by constructing a small sanitary sewer lift station near the southwestern corner of the project. The sewer lift station will connect to a future 15-inch sanitary sewer located north of the JPA Connector (White Rock Road) within Prairie City Road via a small force main pipeline. The future 12-inch Prairie City Road sanitary sewer flows north to Alder Creek Parkway and then to the Alder Creek Parkway Sanitary Sewer Lift Station. The Alder Creek Parkway Sanitary Sewer Lift Station pumps into the SRCSD system. SRCSD has indicated that the SRWTP has sufficient capacity to accept and treat the effluent anticipated from the Project. Based on these determinations, the City and SRCSD can efficiently and effectively meet the long term wastewater needs of the Project.

Figure 5-6: Wastewater Infrastructure



WATER

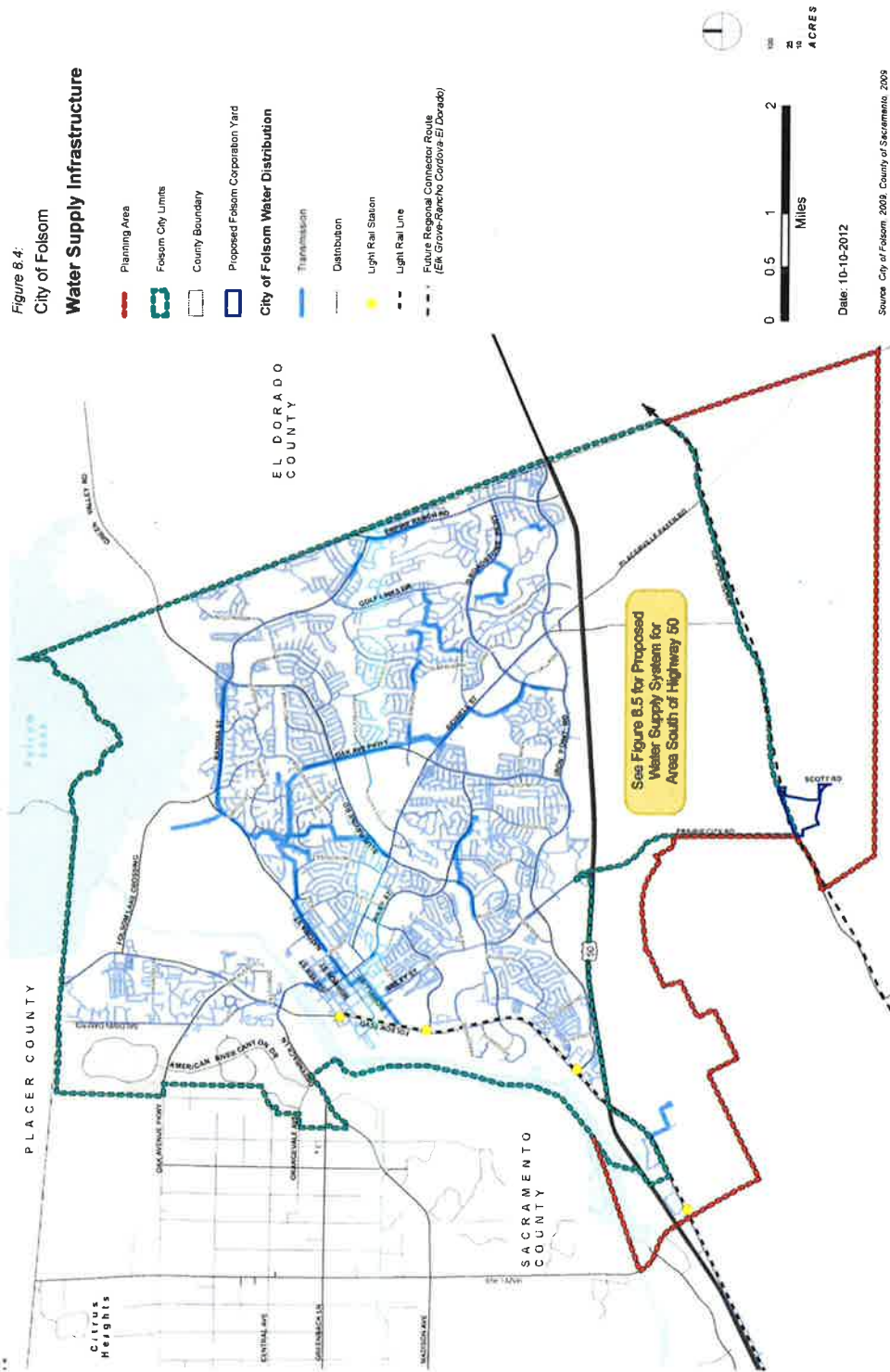
A variety of service providers deliver potable water to the City, including the City and the San Juan Water District (Community Services District). The City provides potable water to the Folsom Service Area, which includes the area south of the American River within the city limits and the Aerojet properties that generally lie north of Old White Rock Road, west of Prairie City Road, and east of Folsom South Canal. The San Juan Water District supplies wholesale and retail water to the area north of the American River, but the City is the retail water provider to customers within the Ashland Water Service Area, which is located east of Baldwin Dam Road and Oak Avenue. Finally, Folsom State Prison has its own water supply and an on-site 3.5 million gallon per day water treatment plant which receives water directly from the Folsom Reservoir.

The City obtains all of its potable water supply from the Folsom Reservoir. The City's current water rights amount to 34,000 acre-feet of raw water per year. Raw water from the Folsom Reservoir is treated at the City treatment plant located on East Natoma Street and Randall Drive. The treatment plant has a nominal capacity of 50 million gallons per day (mgd). Treated water is stored in two water storage reservoirs at the water treatment plant and 10 treated water storage tanks/reservoirs located throughout the water distribution system, which are operated in parallel and serve different zones. The water distribution system is made up of distribution mains, storage tanks, and booster pump stations, which are shown in Figure 5-7 on the following page.

Although the Folsom Plan Area currently does not have any water supply infrastructure, it is primarily within the City's water service area. The City plans to divert water from the Folsom Reservoir and use the same conveyance and treatment facilities used for the Folsom Service Area north of Highway 50 to serve the Folsom Plan Area. The proposed water supply for the Folsom Plan Area is consistent with Measure W.

Proposed water infrastructure to the Folsom Plan Area will also provide water service to the Project. Potable water to the Project is anticipated to come from a future 12-inch potable water main located north of the JPA Connector within Prairie City Road and another future 12-inch potable water main located north of the JPA Connector within a single-family development. These two potable water pipelines in the Folsom Plan Area will provide the Project with a looped system. Non-Potable water, or "purple pipe", service for the Project is anticipated to be provided by a non-potable water main located north of the JPA Connector within Prairie City Road when a future non-potable supply is identified by the City, and a connection will be made to bring non-potable water to the Project area. Based on these determinations, the City can efficiently and effectively meet the long term water needs of the Project.

Figure 5-7: Water Infrastructure

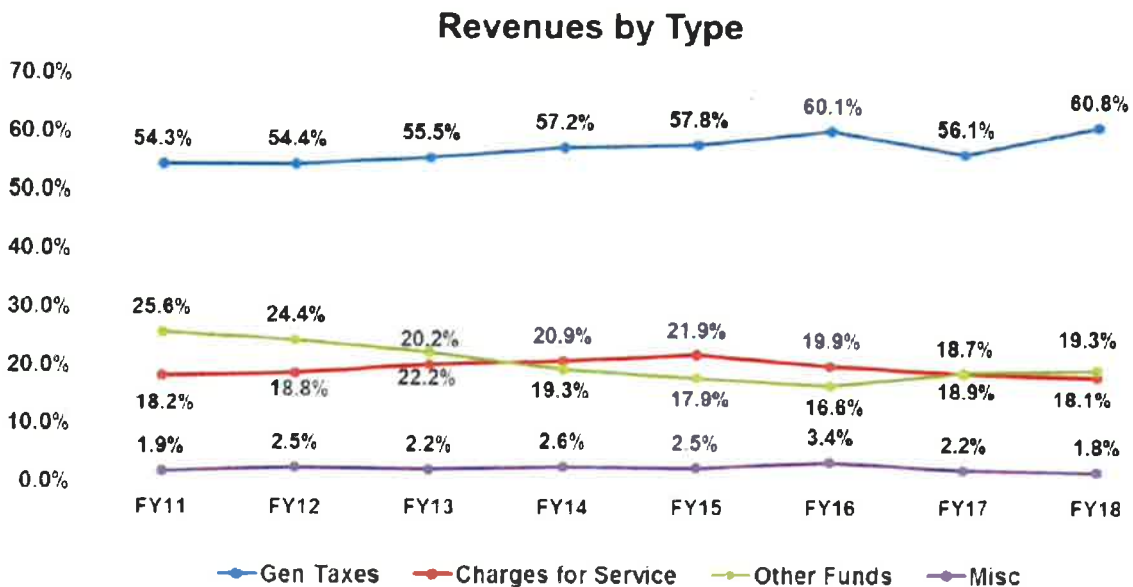


CHAPTER 6: FINANCIAL ABILITY TO PROVIDE SERVICES

Services provided by the City are funded by several sources, including but not limited to the City's General Fund and various enterprise funds. As the City grows and new development occurs, additional municipal services, including those located at the proposed Corporation Yard site, will be required to serve that development. However, new development will also generate revenue to the City and affected agencies to offset the costs of those services. In addition, future development is required to pay its fair share to upgrade and expand municipal utilities to adequately serve new development, resulting in no negative financial impacts to current residents regarding the expansion of new infrastructure. The City has established comprehensive finance programs to allow the City to collect sufficient funds on time in order to allow major new projects to develop. As the City is currently financially stable, and has experienced significant growth in the past, it is anticipated that the City will remain financially stable as new growth occurs.

GENERAL FUND

The City's General Fund is the primary operating fund of the City and accounts for most of the financial resources of the City, except those required to be accounted for in another fund. The General Fund includes revenue from property taxes, sales tax, charges for service, intergovernmental revenue, and transfers in from other funds. A historical breakdown of each revenue type is presented below.



In FY 2017-18, the City's budget anticipates approximately \$82.0 million in General Fund revenues and \$82.0 million in overall General Fund expenses, including debt service. The City

is anticipated to have a \$14.3 million balance in the General Fund at the end of fiscal year 2017-18. In addition to the City's General Fund obligations, the City's FY 2017-18 budget includes approximately \$77.6 million in Capital Improvement Plan obligations.

The General Fund supports general government, police, fire, community services, culture and recreation, debt service, and other services. Table 6-1 below shows the allocation of the General Fund to each of these services.

Table 6-1: General Fund Appropriations – FY 2017-18 Budget

Appropriation Category	Proposed Budget	% of GF Expenses
Fire	\$17.8M	21.7%
Police	\$21.4M	26.1%
Community Service	\$11.7M	14.3%
General Government	\$9.0M	10.9%
Culture & Recreation	\$13.8M	16.8%
Debt Service	\$2.2M	2.7%
Other	\$6.1M	7.5%

Source: City of Folsom FY 2017-18 Budget

ENTERPRISE FUNDS

Enterprise funds are used to account for self-supporting activities that provide services on a user charge basis. For example, the City provides water treatment, water distribution, wastewater collection, and solid waste services to its residents; users of these services pay utility fees, which the City deposits in an enterprise fund.

The City has four enterprise service funds that provide services financed by user charges, including transit, solid waste, wastewater, and water. These are considered proprietary funds because they are financed and operated in a manner similar to a private business enterprise. User fees for each enterprise are set at a rate to ensure that sufficient revenues to fund operations, maintenance, and capital improvement costs are collected. All four of the City's enterprise funds are operating at a sufficient level with no deficit and are expected to continue to operate at a sufficient level without a deficit after the Project is developed.

CHAPTER 7: SHARED FACILITIES STATUS AND OPPORTUNITIES

This chapter presents opportunities for the City to share facilities or programs with other neighboring local agencies. Sharing facilities can lead to cost savings and a more efficient delivery system. Although the proposed Project will not be shared with another agency, it is an example of shared facilities between various City departments. The City currently has a wide variety of uses at multiple corporation yard locations. If approved, the City would move and consolidate current corporation yard operations to the Project site. The new yard is anticipated to house the following City departments: Parks and Recreation, Public Works, and Utilities.

Fire Protection

Fire protection service is often described as a network, as multiple service providers partner together to ensure appropriate coverage and support. The Fire Department has automatic aid agreements with neighboring jurisdictions in Sacramento, El Dorado, and Placer Counties which establish that the closest and most appropriate unit will respond to an emergency. However, the City Fire Department is the primary fire and emergency services provider for the area. As such, there are currently no opportunities for the Fire Department to share facilities with another agency. Nonetheless, the Fire Department and Police Department are planning to provide services to the Project as well as to the Folsom Plan Area from a co-located fire station and police station satellite site, up to and including a joint public safety training center. However, the City is uncertain about the timing of the joint training center at this time.

Law Enforcement

The Police Department does not share facilities with other city departments or outside agencies due to state and federal mandates related to information security. However, the Police Department actively works with other law enforcement agencies in the Sacramento region and participates in various interagency programs, including the Sacramento Valley Regional Hi-Tech Crimes Task Force, and Project Lifesaver. Furthermore, as noted above, the Police Department and Fire Department are planning to provide services to the Project as well as to the Folsom Plan Area from a co-located fire station and police station satellite location.

Library

The City operated a joint-use branch library, the Norman R. Siefkin Library, at the Vista del Lago High School in Empire Ranch; however, the Siefkin public library access ceased in 2011 due to budget constraints. Public library access at the Siefkin Library could be restored in the future if sufficient customer demand and funding exist.

Although the City has one main library, library card holders from Sacramento County, Sutter County, Woodland, and Colusa Public Libraries and their branches may access the Folsom Public Library catalog and amenities. Furthermore, materials borrowed at these other libraries may be returned to the Folsom Public Library, and vice versa.

Natural Gas and Electric

Both SMUD and PG&E are regional service providers. SMUD provides electric service throughout the Sacramento region, while PG&E provides gas service for most of northern California. Consequently, both SMUD and PG&E are able to make investments in regional-type infrastructure within their respective service areas.

Parks and Recreation

Recreation opportunities for Folsom residents are enhanced by the open space provided by the Folsom Cordova Unified School District and nearby State and regional parks. City polices exist to optimize the City's park planning by coordinating with other public entities on the provision of park and recreation facilities. Specifically, the City strives to maintain a joint use arrangement of park and school facilities with the Folsom Cordova Unified School District. The City also cooperates with the County Department of Regional Parks, State Department of Parks and Recreation, State Department of Corrections and Rehabilitation, and State Department of Fish and Wildlife on facility development and program offerings.

Solid Waste

As the City is the primary service provider for the area, there are currently no opportunities for the Solid Waste Division to share facilities with another agency. However, most refuse from Folsom is sent to the Keifer Landfill, which is the primary solid waste disposal facility in Sacramento County and is operated by the County.

Storm Drainage

The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/rivers. However, the City has been a partner in the Sacramento Stormwater Quality Partnership along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt and Rancho Cordova. Together, Sacramento Stormwater Quality Partnership entities provide a comprehensive program involving public outreach, construction and industrial controls, water quality monitoring and other activities designed to protect the health of creeks and rivers throughout the region.

Transit

Transit service in the City is offered by the City and by Sacramento Regional Transit. Specifically, bus services are provided by the City and light rail services are provided by Sacramento Regional Transit. Both agencies coordinate operations to serve Folsom residents in an efficient manner. Furthermore, the City's transit system is really part of a larger network, which allows residents and employees to use public transportation to maneuver around the Capital region. To that end, there is much cooperation and coordination between transit providers. Buses and other long term assets, however, do not necessarily lend themselves to

sharing. Consequently, the Transit Division has not identified any other potential opportunities for shared facilities with other agencies at this time.

Transportation

Transportation facilities are inherently different from those facilities that accommodate service providers (e.g., police and fire stations). While the latter may lend themselves to potential facility sharing, the entire transportation network is effectively shared since all facilities are open to residents, visitors, commuters, etc. However, the City does have multiple maintenance agreements with Sacramento County, which include intersection maintenance, street lights operation, and roadway maintenance at the following locations: 1) Madison Avenue at Greenback Lane; 2) Folsom Boulevard between Highway 50 and Aerojet Road; and 3) American River Canyon Drive at Greenback Lane. The City will also enter into a new maintenance agreement for those segments of the realigned Scott Road that are shared between the City and Sacramento County. In addition, the City has an agreement with El Dorado County for maintenance along Sophia Parkway.

Wastewater

Sewer service involves the collection, transmission, treatment, and disposal of effluent waste. Service in the City is provided by two agencies: the City of Folsom and the Sacramento Regional County Sanitation District. The City collects sewage within the city limits, which is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRCSD) to be treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located in Elk Grove. In addition to the City of Folsom, SRCSD serves the cities of Elk Grove, Rancho Cordova, Citrus Heights, and Sacramento.

Water

The City coordinated with Sacramento County, the US Bureau of Reclamation, and San Juan Water District to prepare its most recent Urban Water Management Plan (UWMP) pursuant to the Urban Water Management Planning Act. The UWMP documents the City's water management planning efforts to ensure adequate water supply to meet demands over the next 25 years. The City also co-developed the Sacramento Groundwater Authority in 1998 as a collaborative and inclusive approach to sustainable groundwater management. The Sacramento Groundwater Authority is a joint powers authority created to collectively manage groundwater resources in the North Area Groundwater Basin, which includes areas of Sacramento County north of the American River. The City is also a member of the Central Sacramento County Groundwater Management Plan and Regional Water Authority and is a signatory to the Water Forum. In addition, the City coordinates with neighboring entities, including the San Juan Water District, El Dorado Irrigation District, Golden State Water Company, and Sacramento County, as a result of shared water interests related to water supply agreements and interconnections.

CHAPTER 8: GOVERNMENT STRUCTURE AND ACCOUNTABILITY

The City of Folsom was founded in 1856, incorporated in 1946, and chartered in 1990. Folsom is a “full service” charter City, serving a population of over 72,000. The City is located along the eastern end of the Highway 50 corridor in the Sacramento foothills. On January 19, 2012, the Sacramento Local Agency Formation Commission approved the annexation of 3,585 acres into the City’s boundaries. Known as the Folsom Plan Area, it is proposed to include 11,337 residential units as well as 2.8 million square feet of commercial development at buildout and is anticipated to add nearly 28,000 residents to the City.

Each City department operates within a Council-Manager form of government. The City Council, the legislative and policy-making body, exists to provide responsible leadership to an empowered and accountable City Manager by establishing policy direction and financial oversight required for long term viability, and to residents and businesses of Folsom through sound decision-making in the quest to provide for public health, safety, and quality of life. The Council consists of five members who are elected at large and who serve staggered four-year terms. The council members annually select a mayor and vice mayor from among their members. Current City Council members include:

- Mayor Steve Miklos
- Vice Mayor Ernie Sheldon
- Roger Gaylord III
- Kerri Howell
- Andy Morin

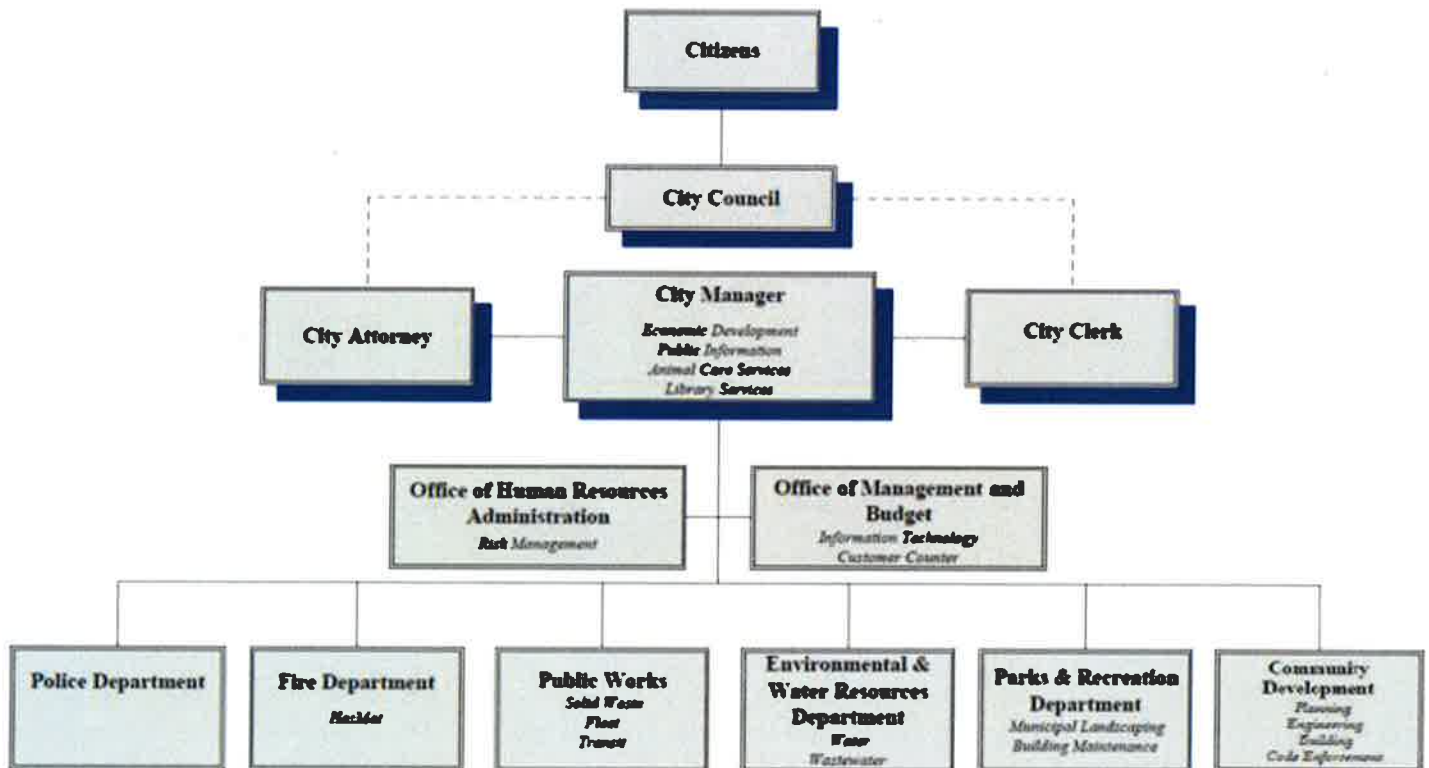
Folsom City Council regular meetings are held on the second and fourth Tuesdays of each month at 6:30 p.m. in the Council Chambers, City Hall, 50 Natoma Street, Folsom, CA 95630. All meetings are noticed according to the Ralph M. Brown Act, and meeting agendas are posted on the City website and at City Hall and the Folsom Public Library. Meetings are televised on local cable television. Residents may watch live or archived broadcasts of City Council meetings online at the City’s website.

The City has long benefited from the active involvement of residents in many civic activities. One of the many ways that Folsom residents can be involved is by serving on one of the City’s commissions and committees. There are a variety of opportunities available, serving different areas of interest, and residents are encouraged to take part in helping develop city programs.

The City Manager is responsible for daily administration of City affairs. The Folsom City Council appointed Evert Palmer as City Manager in October 2011. The City Manager’s Office implements City Council policies, develops and maintains responsive City programs and services within approved budgetary guidelines, provides leadership and motivation to City staff,

maintains and plans for fiscal integrity, promotes good customer service, initiates and continues strong relationships with local and regional businesses and governmental agencies, and ensures City operations are managed transparently and efficiently. The City's organization chart is presented in Figure 8-1.

Figure 8-1: City Organization Chart



APPENDIX A

MSR COMMENTS

County Executive
Navdeep S. Gill



County of Sacramento

Board of Supervisors
Phillip R. Serna, District 1
Patrick Kennedy, District 2
Susan Peters, District 3
Sue Frost, District 4
Don Nettoli, District 5



April 20, 2018

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

SUBJECT: CITY OF FOLSOM MUNICIPAL SERVICES REVIEW FOR THE PROPOSED FOLSOM CORPORATION YARD SPHERE OF INFLUENCE AMENDMENT REPORT DATED MARCH 21, 2018 (LAFCo 01-17)

Mr. Lockhart:

We have received the City of Folsom Municipal Services Review for the Proposed Folsom Corporation Yard Sphere of Influence Amendment (LAFCo #01-17) date March 21, 2018. Please see the attached comments from the Sacramento County Department of Transportation. Sacramento County Water Agency and Planning and Environmental Review have no comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff King".

Jeff King
CEO Management Analyst

Attachments:

Sacramento County Department of Transportation data April 20, 2018

COUNTY OF SACRAMENTO

PUBLIC WORKS & INFRASTRUCTURE AGENCY

Inter-Departmental Correspondence

April 20, 2018

To: Jeff King, County Executive Office

From: Dean Blank, Department of Transportation

Subject: City of Folsom SOI (Folsom Corporation Yard) Municipal Services Review
LAFC 01-17

The Sacramento County Department of Transportation has reviewed the Municipal Services Review (MSR) for the proposed City of Folsom sphere of influence (SOI) amendment to accommodate a City of Folsom corporation yard and offers the following comments.

1. The Department has expressed concerns regarding the geometric configuration of the realignment of Scott Road and suggests that the City of Folsom and Sacramento County meet to discuss and resolve the Department's concerns. The concerns are re-iterated below.
 - a. The roadway alignment for the extension of Prairie City Road south of White Rock Road to its intersection with the realigned segment of Scott Road is currently proposed as a T-intersection with the through movement being Scott Road to a new Prairie City OHV park access. This roadway alignment should be revised so that the through movement is Prairie City Road to Scott Road with the OHV park access connecting as a "T" connection. Horizontal roadway curves on Scott Road should not be greater than an 800 foot radius curve so as to not encourage excessive speeds.
 - b. How will the realignment of Scott Road and the subsequent abandonment of the northerly segment of Scott Road affect access to the parcels both east and west of the abandoned Scott Road segment. Note that the Capital SouthEast Connector roadway on this portion of White Rock Road is intended to be access controlled (access will be prohibited from White Rock Road).

2. While there are existing maintenance agreements between the City and County for the maintenance of roadways that are shared by each jurisdiction, the City and County will need to enter into a new maintenance agreement for those segments of the realigned Scott Road that are shared between the City and the County.

If you have any questions, please feel free to contact me at 874-6121.

DAB:dab

c: Michael Penrose, Deputy County Executive
Ron Vicari, Department of Transportation
Dan Shoeman, Department of Transportation

ATTACHMENT NO. 6

Plan For Services

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION
(LAFCo)

Draft
Plan for Services

For
Folsom Corporation Yard Project

Located South of White Rock Road at Prairie City Road

April 25, 2018

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

Donald J. Lockhart, AICP.....Executive Officer
Nancy Miller.....Commission Counsel

CITY OF FOLSOM

Pam Johns.....Community Development Director
Scott A. Johnson, AICP.....Planning Manager
Dave Nugen.....Public Works Director

PLAN FOR SERVICES CONSULTANT

MACKAY & SOMPS CIVIL ENGINEERS, INC.

James C. Ray.....President

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Exhibits

- Exhibit 1 – Local Context Map
- Exhibit 2 – Project Location Map
- Exhibit 3 – Water Infrastructure Exhibit
- Exhibit 4 – Non-Potable Water Infrastructure Exhibit
- Exhibit 5 – Sewer Plan
- Exhibit 6A – Access Option 1
- Exhibit 6B – Access Option 2
- Exhibit 6C – Access Option 3a
- Exhibit 6D – Access Option 3b
- Exhibit 7 – FPA Roadway Plan
- Exhibit 7A – Truck Routes
- Exhibit 8 – Drainage Plan

I. Executive Summary

A. Purpose Statement

The purpose of this Plan for Services (PFS) is to provide an analysis of Public Services and background information for the proposed annexation of the Folsom Corporation Yard project to the City of Folsom (City), which provides sanitary sewer, potable water, non-potable water, public parks, roadways, police and fire services. This report will provide information to assist LAFCo in determining whether public services provided to the affected territory can be reasonable provided, constructed, maintained and financed.

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act) requires that a PFS be prepared prior to “Changes of Organization or Reorganization”. The PFS is tool for the Sacramento Local Agency Formation Commission (LAFCo) to consider an update to the physical boundary and service area of a local agency. The PFS describes the services to be extended, the level and range of the services, timing for the services, improvements and facility upgrades associated with the services, and how the services will be financed.

The PFS has been prepared to determine:

1. Could services adequately be extended to the affected territory without negatively affecting current service levels or rate structures; and
2. Would not negatively affect the current level of service to the existing service recipients.

This PFS incorporates the best available information regarding the extension of services provided by the City to the affected territory. Information contained herein has been obtained from various documents and information made available from the Corporation Yard project team.

B. Plan for Services Requirements

The PFS requirements are based on the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act), Section 56653. Section 56653 of the CKH Act stipulates the following:

- (a) Whenever a local agency or school district submits a resolution or application for a change of organization or reorganization pursuant to this part, the local agency shall submit with the resolution of

application a plan for providing services within the affected territory.

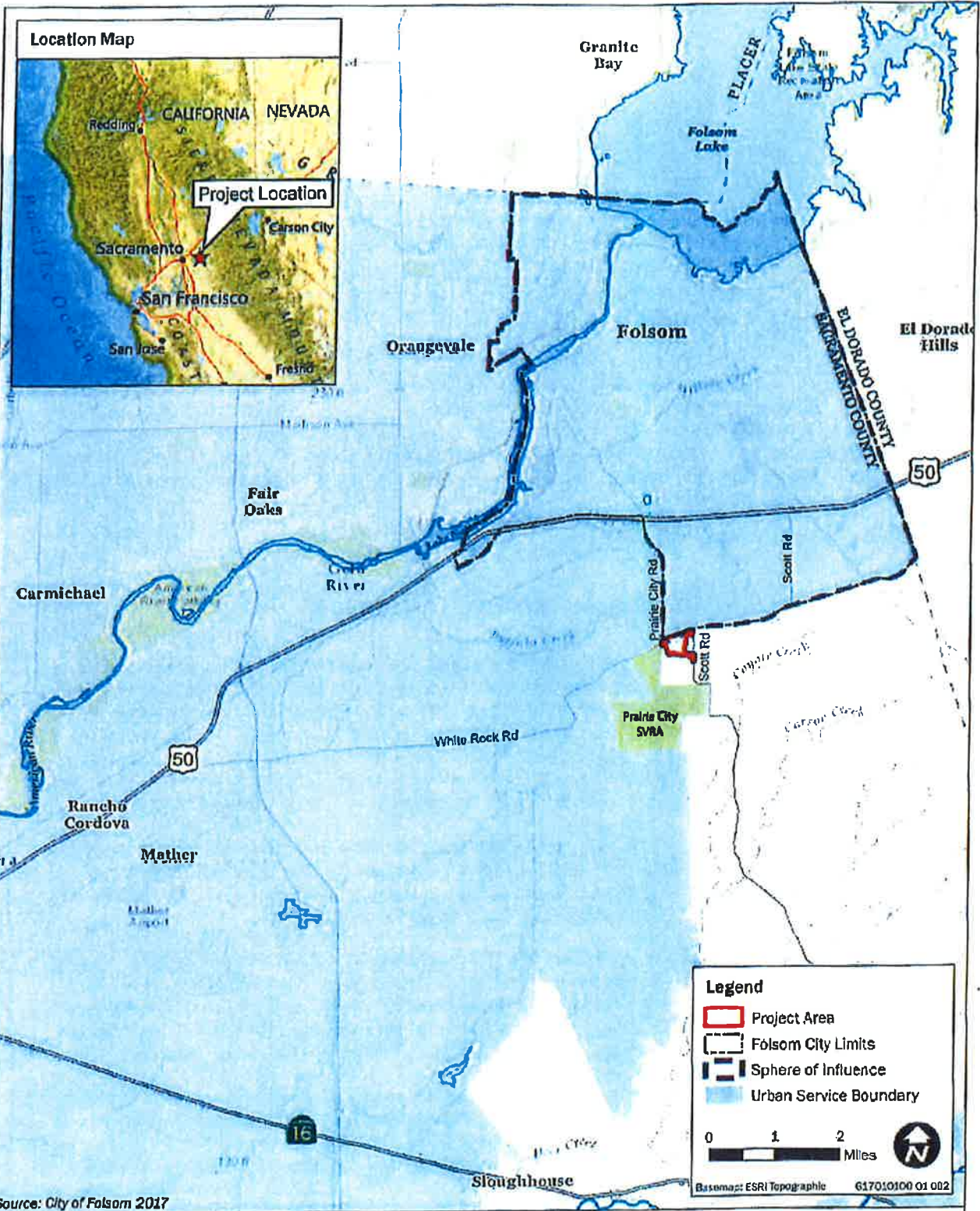
- (b) The plan for providing services shall include all of the following information and any additional information required by the Commission or the Executive Officer:
 - (1) An enumeration and description of the services to be extended to the affected territory.
 - (2) The level and range of those services.
 - (3) An indication of when those services can feasibly be extended to the affected territory.
 - (4) An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
 - (5) Information with respect to how those services will be financed.

C. Project Description

The project site is located at the southeast corner of Prairie City Road and White Rock Road, west of the westerly intersection of Scott Road in Sacramento County (see Exhibits 1 and 2). This project will consolidate Corporation Yard operations, eliminate current conflicts with neighboring land use, and provide room for growth to accommodate the future needs of the City.

Services to allow the Corporation Yard to operate will be provided by the City of Folsom and Sacramento County Regional Sanitation District. Access will occur from White Rock Road, which will be improved into a limited access expressway consisting of four lanes (Capital Southeast Connector). Access will also be provided via a southerly extension of Prairie City Road which will tie into Scott Road on the eastern side of the site.

Besides annexation to the City of Folsom, the development of the Corporation Yard project requires annexation to Sacramento County Regional Sanitation District (SCRSD) and detachment from the Sacramento Metropolitan Fire District, County Service Area No. 1 (street and highway lighting), Wilton/Cosumnes Park and Recreation Area, and the Sloughhouse Resources Conservation District.



Source: City of Folsom 2017

Exhibit 1
Local Context Map





Exhibit 2
Project Location Map



D. Areas of Study

In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act, in compliance with LAFCo Policies, Standards, and Procedures the PFS has studied the following categories of infrastructure and public services:

- Water
- Wastewater
- Circulation and Roadways
- Animal Care
- Code Enforcement
- Law Enforcement
- Fire Protection
- Solid Waste
- Storm Drainage and Flood Control
- Parks and Recreation
- Libraries

This report incorporates information contained within the City of Folsom General Plan, Folsom Plan Area Specific Plan (FPASP), Draft Environmental Impact Report (EIR) for the Folsom Corporation Yard, Engineering Master Plans, and Capital Improvement Plan prepared for the Folsom Plan Area (FPA) and proposed project.

E. Summary

Information has been provided for each of the infrastructure and public service areas addressing the extension of service to the affected territory. This report provides LAFCo a compilation of research and information that can be used for consideration of the proposed project.

Based on the information contained herein, services associated with all the areas of study identified above can be extended to serve the Corporation Yard project. Service can be provided without interruption of existing service delivery levels and/or adverse impacts to the existing infrastructure system. Adequate service can be provided by the City and SCRSD to the future Corporation Yard. The project is not growth inducing.

The extension of services to this project by the City will provide a well-planned and logical expansion of public services that are currently provided to existing residents and rate payers within the City. Similarly, by providing service to this project area, the service levels to the existing

City will not be negatively affected and will be greatly improved through construction of the project. The project will also participate in funding fair share fees, user fees, and assessments to support the annexation area.

II. Areas of Service

A. **Water**

The ability of the City of Folsom to provide water service has been detailed in supporting technical studies for the Folsom Plan Area Specific Plan, as part of providing water to the Specific Plan, is briefly discussed and the financing plan provides a discussion of financing methods for construction and on-going system maintenance.

Following adoption of State legislation approved in 2009 which mandated increased levels of conservation to achieve a statewide goal of a 20% reduction in per capita water use by 2020, the City conducted a Water System Optimization Review project (SOR) in 2012 to determine future water supply needs and available resources. This analysis identified reductions in water use throughout the City by a combination of methods including a comprehensive leak detection and repair program, use of inclined block billing based upon metering, implementing CalGreen Building Code, implementing a Water Efficient Landscape Ordinance, and construction of repairs to the Willow Hill raw water transmission pipeline. These techniques resulted in an estimated savings of up to approximately 15,000-acre feet from previously projected water use. The City's Urban Water Management estimates by 2035 water demands in the City will be 29,283-acre feet annually (AFA) and available supplies are 38,790 AFA.

(1) **Description, Level and Range of Services to be Extended to the Plan Area**

The City will provide potable water to the FPASP and the Corporation Yard site. Exhibit 3 shows the network of water infrastructure necessary to serve the entire FPASP and the Corporation Yard. Upon completion and acceptance of the infrastructure necessary to extend service to the Corporation Yard, the City will provide for a continuous supply, operations and maintenance, and repair of the water system.

A "Folsom Plan Area Specific Plan Study" dated October 7, 2014 was prepared by Brown & Caldwell and provides details on the water

demand, the facilities, and conveyance system that will be needed to support that proposed project. In addition, a Recycled Water Analysis is included as an appendix to the Water System Master Plan.

The “*Public Facilities Financing Plan*” dated August 25, 2015 and prepared by Economic & Planning Systems addresses the financing and maintenance programs that will be utilized to construct project infrastructure.

Two 12” water mains will be extended across White Rock Road after the FPASP builders construct the water infrastructure to Prairie City Road and White Rock Road as shown on Exhibit 3. These mains will provide a looped system.

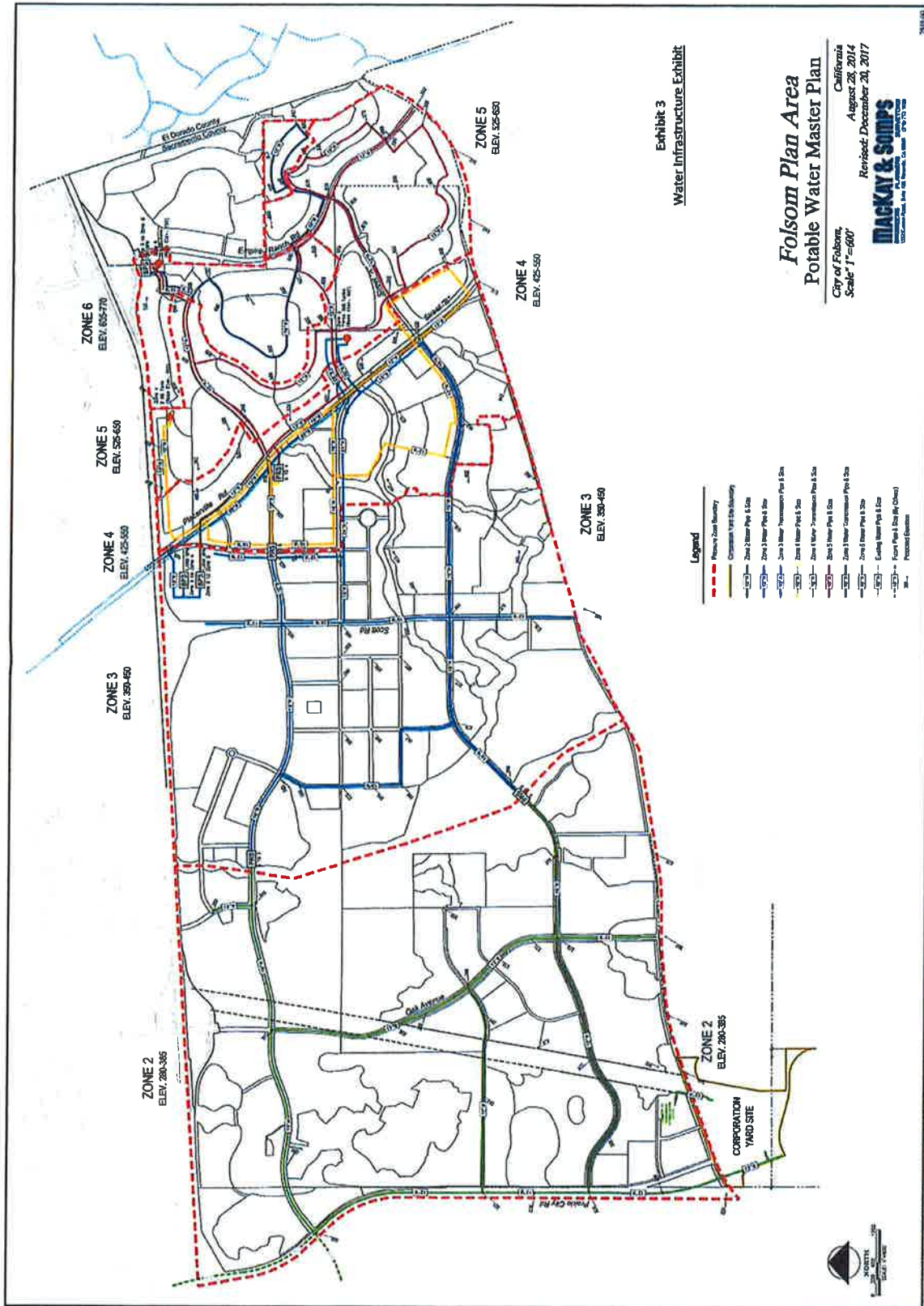
Although the City does not yet have a source of non-potable, it is planning a distribution system and “purple pipe” irrigation system for the eventual introduction of a supplemental water supply. Exhibit 4 shows the planned backbone distribution system for providing non-potable water throughout the Folsom Plan Area. An extension from the planned system in the Folsom Plan Area from the intersection of Prairie City Road and White Rock Road is planned to serve the Corporation Yard.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

The City currently has the water supply and municipal infrastructure in place to provide potable water to the project area. Specific improvements necessary to provide water service have been detailed in the FPASP Water Study dated October 7, 2014.

(3) An indication of when the services can feasibly be extended to the affected territory

The developers of the FPASP will be responsible for the extension of infrastructure to provide water service to the intersection of Prairie City Road and White Rock Road. This includes design and construction of the transmission main extensions to the project area as described above, and the completion of the on-site transmission and distribution system. These improvements are not dependent upon other City funded projects. These improvements can be constructed at any time to provide water



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service to the project. The initial water main extension construction began in 2018 bringing water main across Highway 50 in Placerville Road to the FPA.

(4) Information with respect to how the services will be financed

Funding and financing for the water system improvements within the FPASP is detailed in the “Public Facilities Financing Plan” referenced above.

Water facilities extended from White Rock Road to the project site, will be constructed and financed by the City through a combination of FPASP developer fees, water utility user charges, and revenue from sale of the current corporation yard off of Leidesdorff Street. On-going water service is funded through user fees.

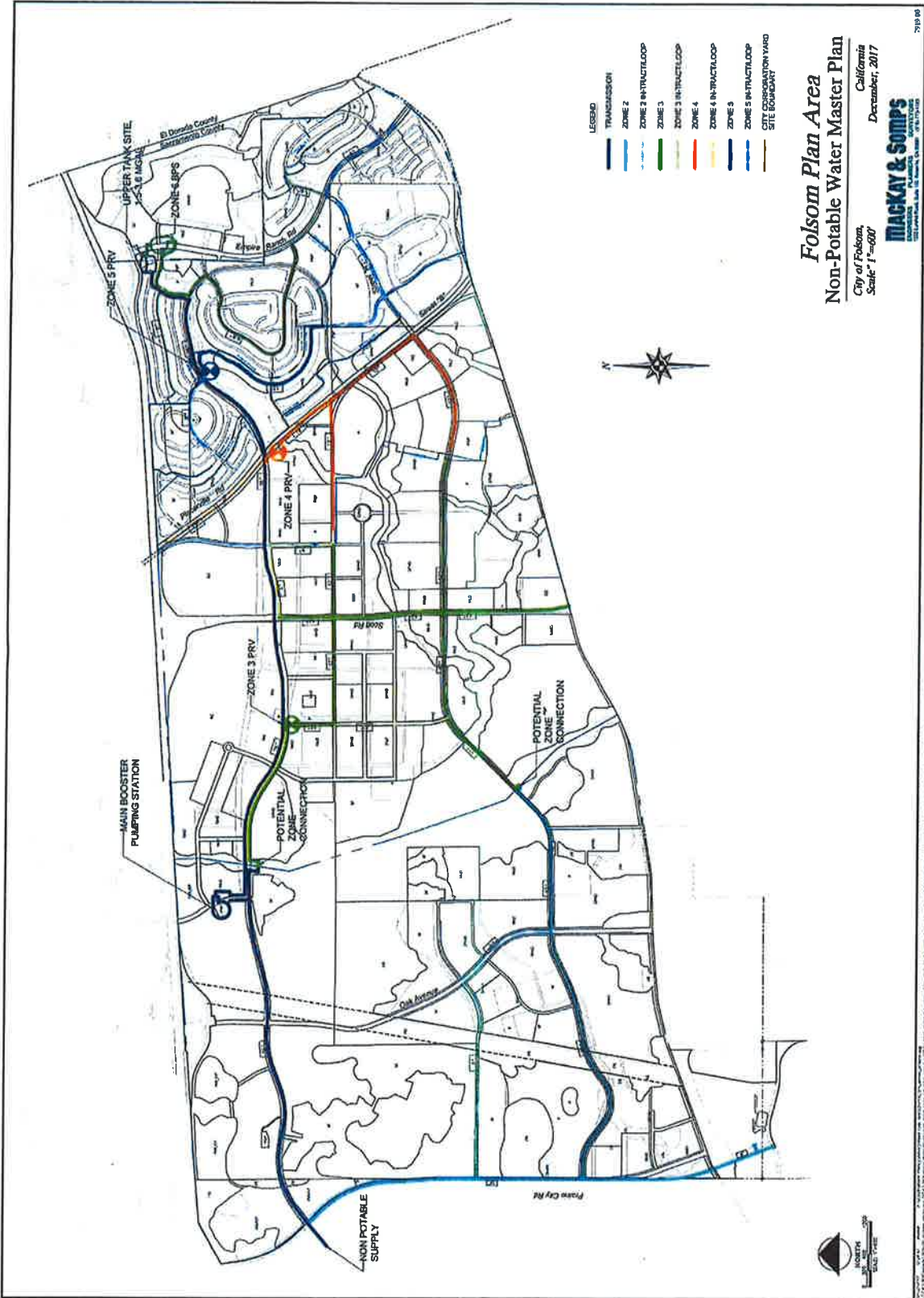
B. Wastewater

The ability of the City of Folsom to serve the Corporation Yard project has been provided for by the FPASP. The details regarding the improvements have been identified in the Wastewater Master Plan, dated September 2014 prepared by Water Works Engineers. The cost and funding for the facilities within the FPASP have been identified in the approved Public Facilities Financing Plan for that project.

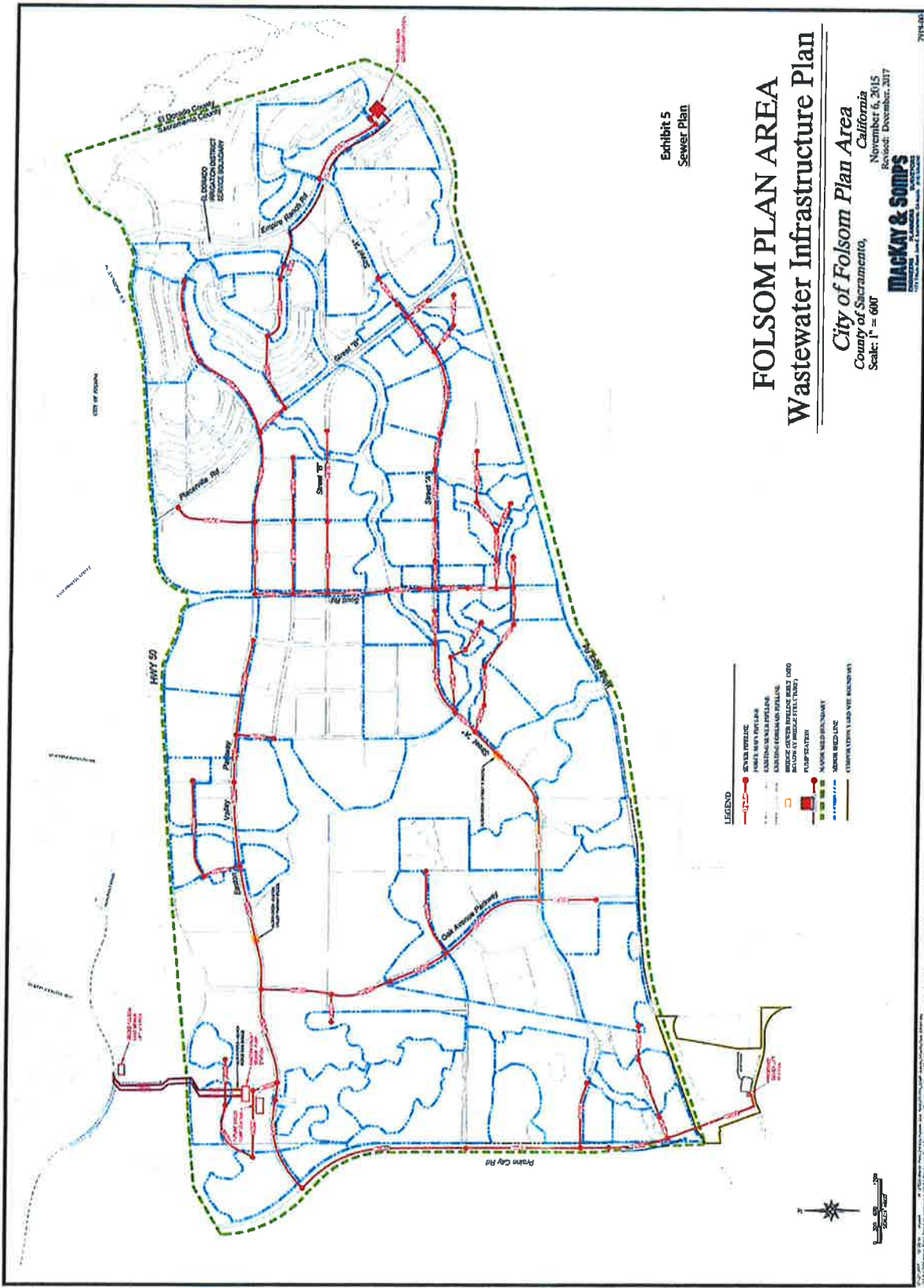
(1) Description, Level, and Range of Services to be extended to the affected territory

The City of Folsom will provide sanitary sewer collection service to the Corporation Yard project. Upon completion and acceptance of the infrastructure necessary to extend service to the Corporation Yard project, the City will provide sewer service, maintenance, and repair of the proposed and existing downstream sewer system to Iron Point Road. A Sewer Master Plan has been prepared for the project indicating phasing from west to east. This document details the sewage demand projections, system hydraulic modeling results, and the proposed system improvements to extend service to the Corporation Yard project. Exhibit 5 shows the sewer collection system which connects to the SRCSD interceptor pipeline in Iron Point Road.

Flows will be conveyed to Prairie City Road and White Rock Road through a lift station located in the southern portion of the project



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site and then travel through the force main to connect to the FPASP system.

Wastewater Treatment will be provided by Sacramento Regional County Sanitation District (SRCSD) at their existing treatment plant near Elk Grove. Funding to connect to the SRCSD plant will be provided by the City in the form of connection fees.

C. Access and Roadways

The access and roadway improvement plan for the Corporation Yard project is designed to provide safe vehicular connectivity.

The details regarding a description of Access and Roadway services, level of service improvements and upgrades has been described in the Draft EIR prepared by Ascent Environmental dated February 2018. Fehr & Peers Transportation Consultants (Fehr & Peers) provided modeling data and intersection analysis to determine necessary improvements to adequately address impacts from the Corporation Yard project.

(1) Description, Level and Range of Services to be extended to the affected territory

The Corporation Yard site lies adjacent and south of the existing White Rock Road just easterly of the intersection with Prairie City Road. Access to the Corporation Yard will be taken from that intersection. Currently White Rock Road is a two-lane facility but is planned to be part of the Southeast Capital Connector (Connector), a 35-mile route that ultimately extends from I-5 in Elk Grove to Highway 99, along Grant Line Road, White Rock Road and ultimately providing a connection to Highway 50 in El Dorado County at the newly constructed Silva Valley interchange.

The initial phase of the Connector, in the vicinity of the Corporation Yard, is planned to be a limited access 4 lane expressway. In a future phase of the Connector, provisions have been made to grade separate the intersection with Prairie City Road. Since the timing of the Connector is not yet precisely defined, access for the Corporation Yard has been designed with alternatives to match the conditions of the Connector at the time of construction of the Corporation Yard.

Option 1: If the Corporation Yard is constructed prior to the construction of the Initial Phase of the Connector, access will be

provided by extending Prairie City Road southerly from its current location. A second point of access would be created by constructing a roadway on the southern boundary of the site and connect to Scott Road with a gated emergency access. See Exhibit 6A.

Option 2: If the Connector Phase 1 is constructed prior to the Corporation Yard, the intersection with Prairie City Road will be reconstructed and shifted to the east. The Connector Phase 1 will also realign Scott Road as a frontage road and intersect it near the reconstructed Prairie City Road intersection. This eliminates the current intersection of Scott Road and White Rock Road. The Corporation Yard access will extend from the reconstructed Prairie City Road intersection southerly and construct a roadway along the southern boundary tying into Scott Road. This connection will eliminate the need for the Scott Road frontage road. See Exhibit 6B.

Option 3a: If both the Connector and the Corporation Yard are constructed concurrently, there would be no need to construct the Scott Road frontage road. Other access improvements would be the same as Alternate 2 as shown in Exhibit 6C.

Option 3b: The ultimate Connector improvement is planned to incorporate a grade separated interchange with Prairie City Road. The Corporation Yard site has been laid out to reserve right of way for an ultimate interchange. See Exhibit 6D.

In all Alternatives, the Corporation Yard access roadway is an extension of Prairie City Road. The access road will consist of two lanes. At the intersection of White Rock Road (future Connector), the access roadway will widen to provide a left, thru and right turn lane. Also, each Alternative will provide a roadway easement to connect the Prairie City Off Highway Vehicle Park to the southerly roadway and the current reconstructed intersection of Prairie City Road and White Rock Road. This will provide a superior access to the Off-Highway Vehicle Park by replacing the current uncontrolled intersection to White Rock Road with a signalized access.

Exhibits 6A through 6D show the proposed lane configurations for all Alternatives. Other important roadway truck routes are

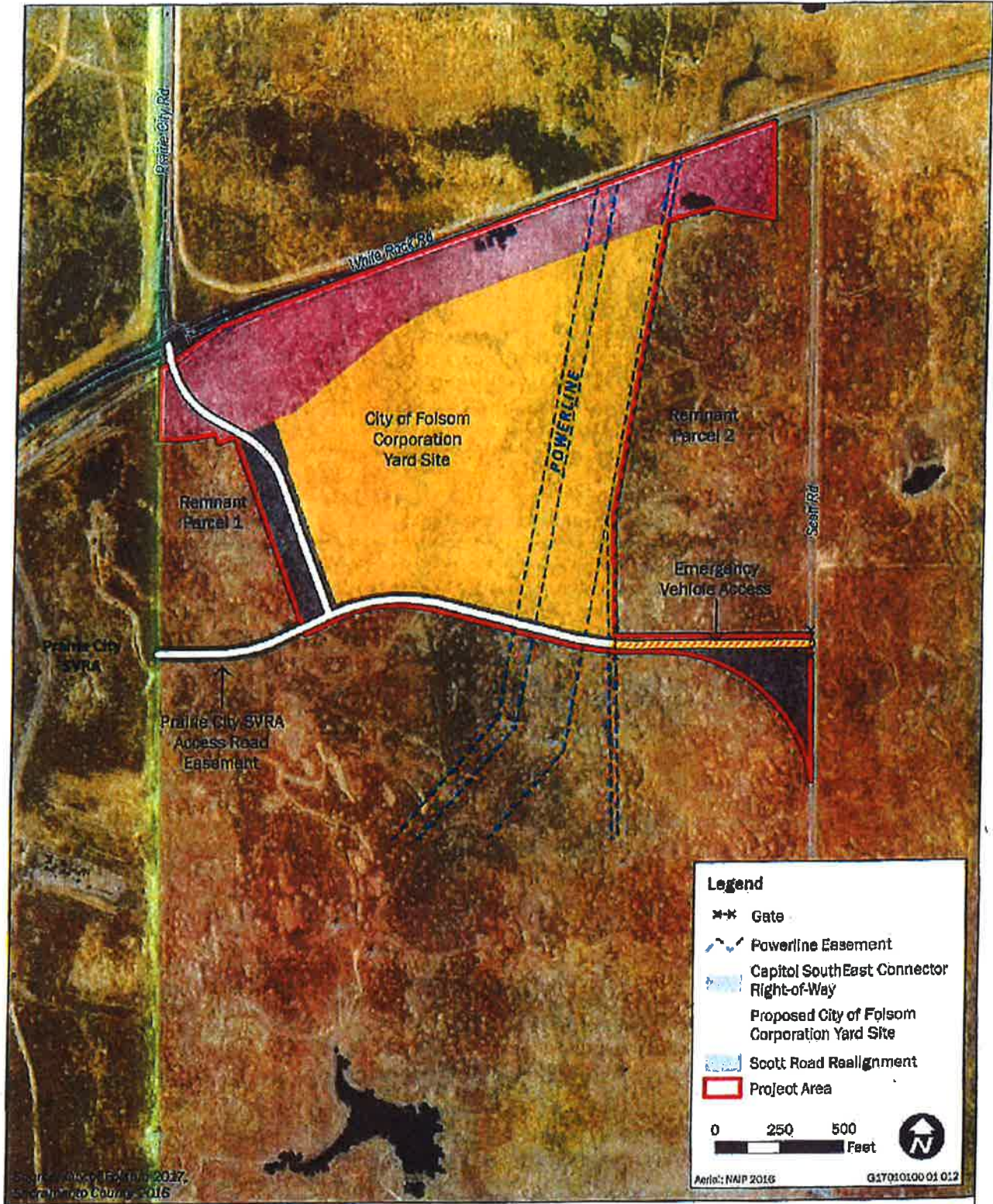


Exhibit 6A
Option 1

Access Option 1



Source: NAIP 2016, 2017,
 Sacramento County, 2016

Aerial: NAIP 2016 G17010100 01 012



© 2017, City of Folsom 2017, Sacramento County 2016

Exhibit 6B
Option 2

Access Option 2



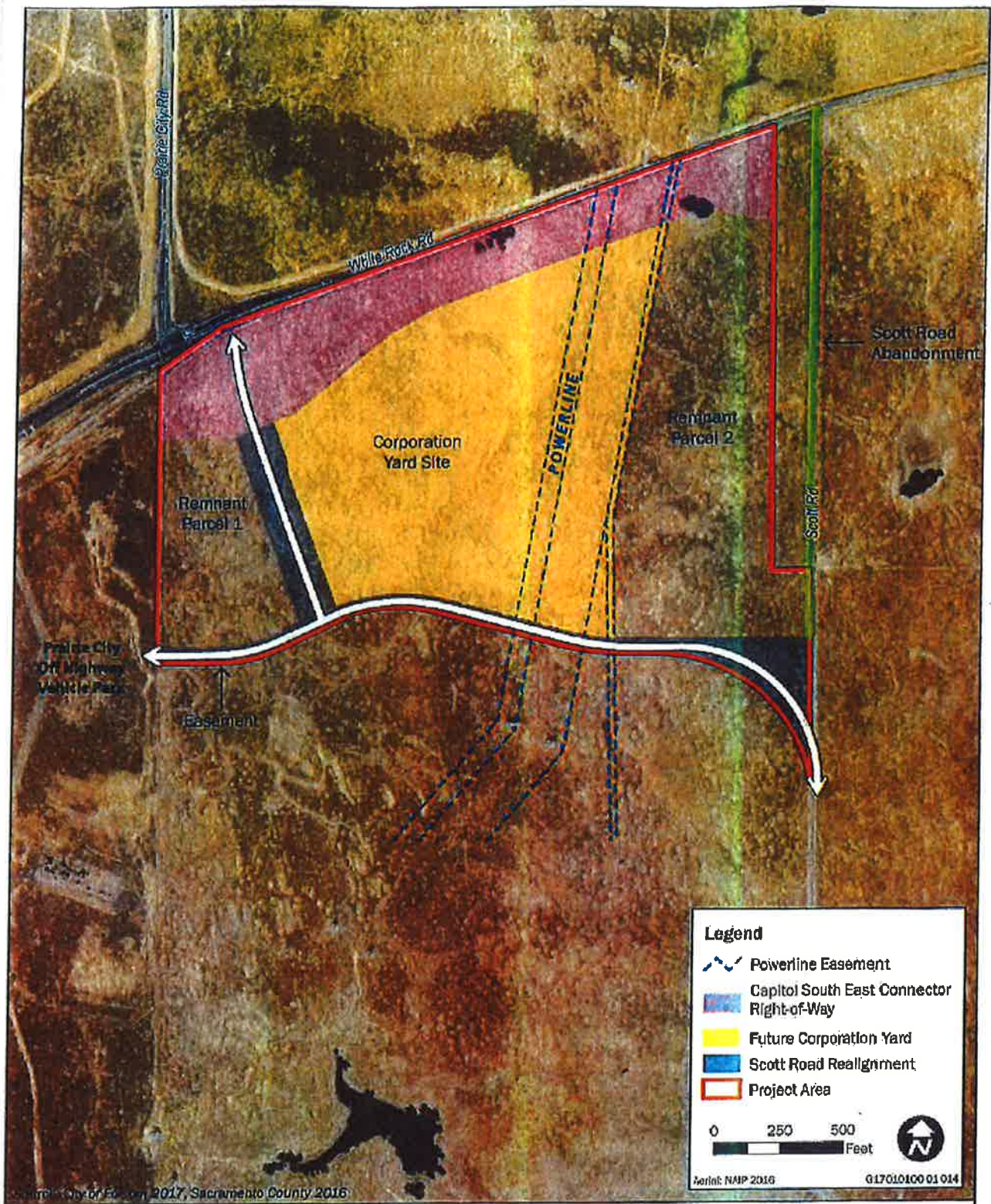


Exhibit 6C
Option 3a

Access Option 3a



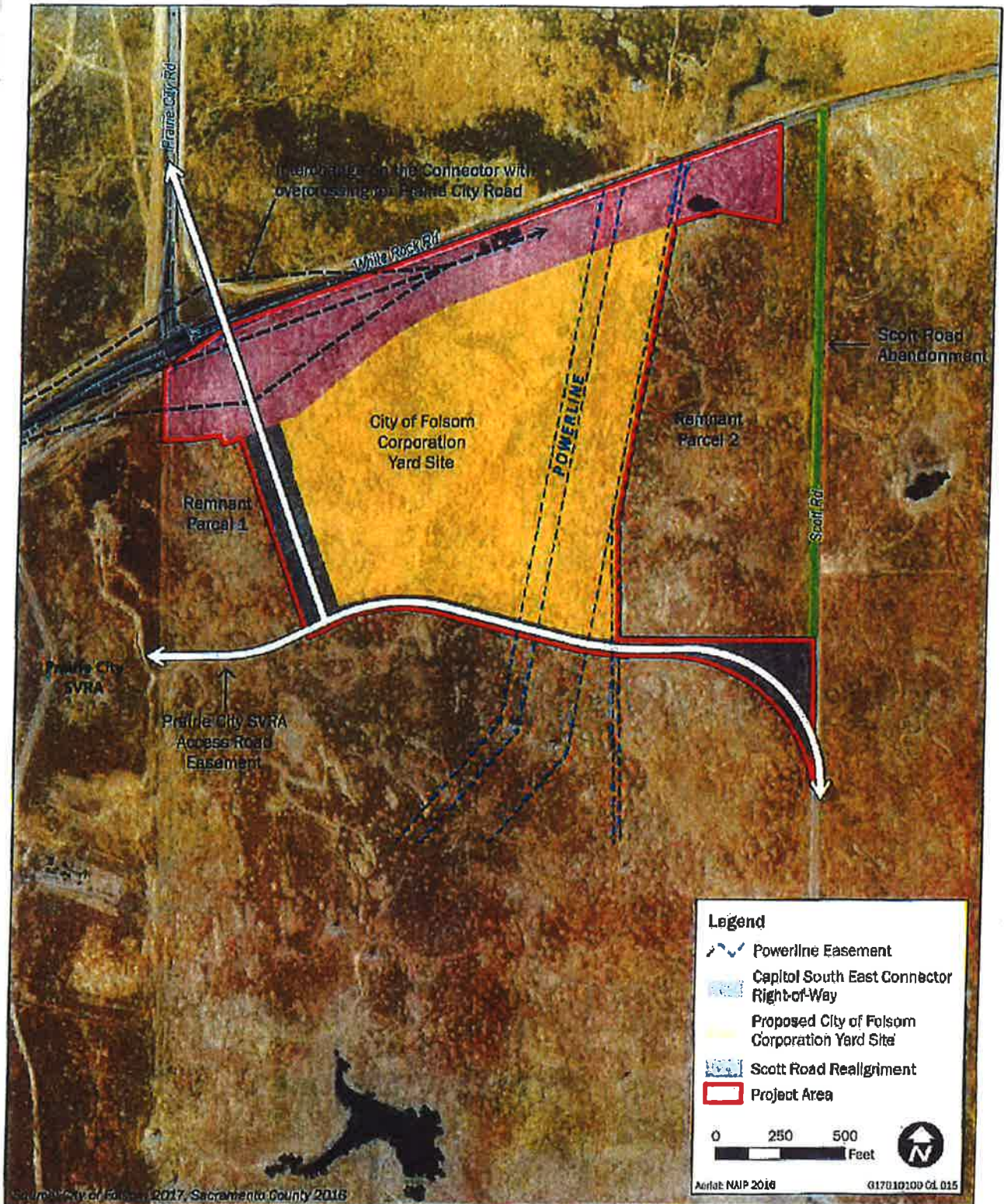


Exhibit 6D
Option 3b

Access Option 3b



shown on Exhibit 7A to allow Corporation Yard trucks to access all areas of the City.

The Folsom Plan Area Specific Plan proposes to construct a network of arterial, collector and minor roadways that will serve as access for Corporation Yard vehicles serving the FPA. Exhibit 7 from the Specific Plan shows this roadway network.

(2) Roadway Level of Service Criteria

Level of service is a qualitative measure describing operational conditions at an intersection or roadway segment. The level of service generally describes these conditions in terms of average delay per vehicle. Six levels of service are defined and given a letter designation A to F with Level of Service (LOS) A representing the best operation conditions and LOS F representing exceedance of capacity.

The City of Folsom identifies LOS C as the acceptable level of service throughout the City with LOS D allowed within the FPA. Sacramento County identifies LOS E as the acceptable level of service.

Fehr & Peers conducted transportation modeling for all Alternatives. The results show that in all Alternatives that a LOS C is maintained except at the Scott Road and White Rock Road intersection. Two options to address this impact were identified.

Option A: Construct the realignment of Scott Road to connect to the Prairie City Road/White Rock Road intersection. All existing Scott Road traffic traveling through the Scott Road/White Rock Road intersection would instead use the signalized Prairie City Road/White Rock Road intersection.

Option B: Construct a west bound left turn pocket on White Rock Road at the intersection with Scott Road.

(3) Information with Respect to How the Services Will Be Financed

The City will be responsible for funding the onsite access improvements through a combination of revenue sources including development fees from the FPA, sale of the existing corporation yard and user charges.

CIRCULATION

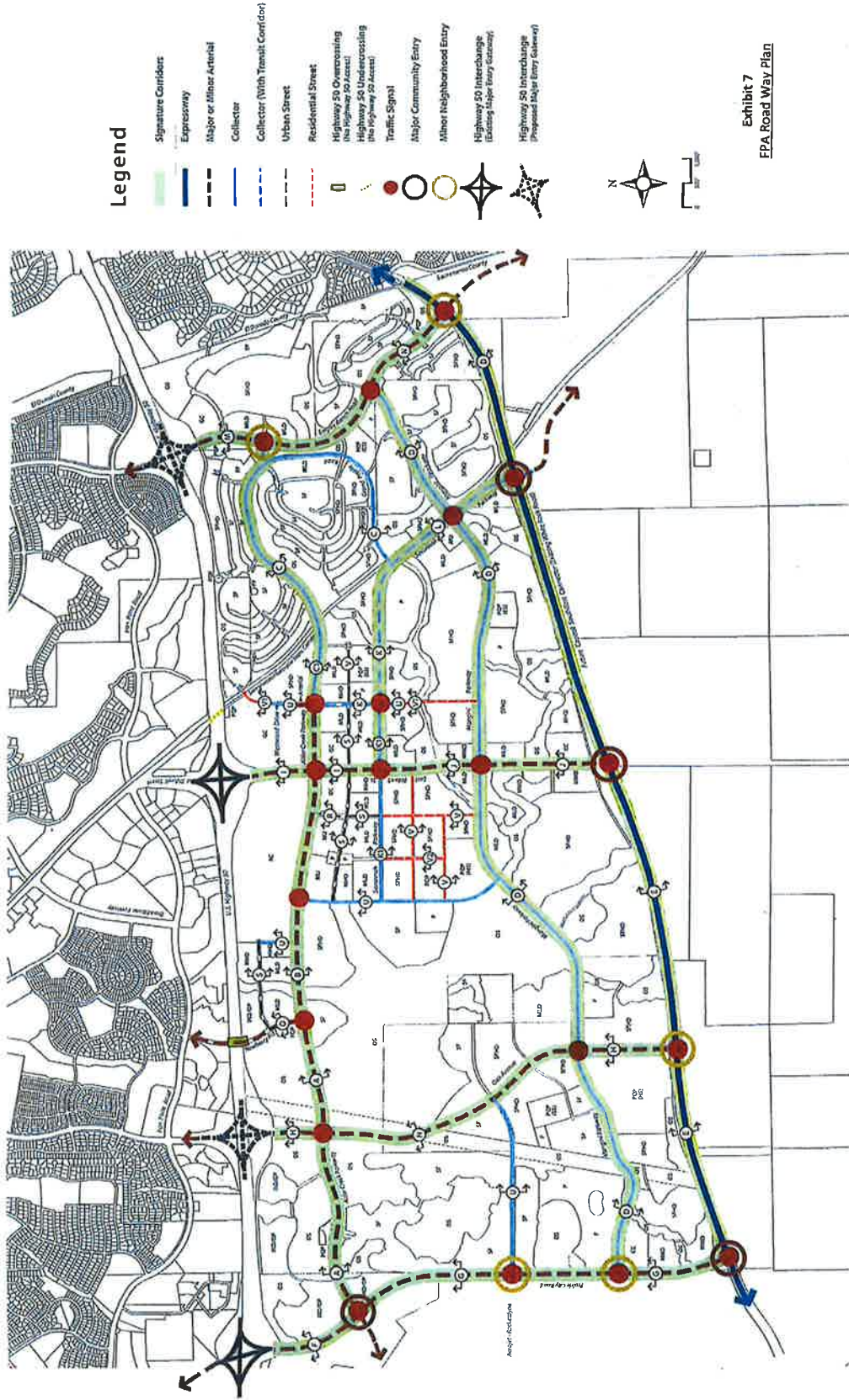
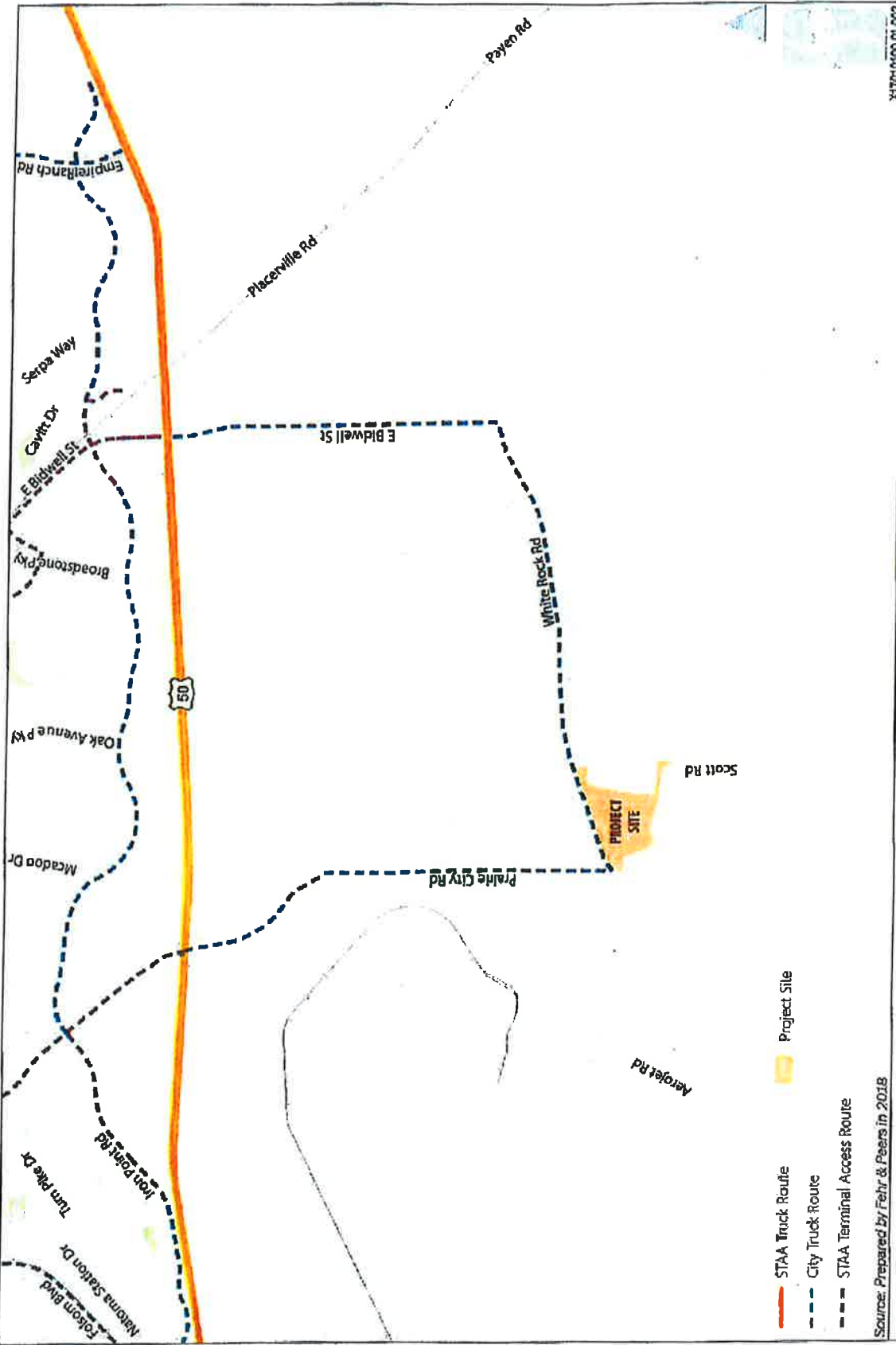


Exhibit 7
EPA Road Way Plan



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Truck Routes

**Exhibit 7A
Truck Routes**

Funding for the FPA roadway network will be provided by the developers in the FPA. A Financing Plan has been approved by the City that equitably shares the burden of roadway construction among all properties.

Funding for the Southeast Capital Connector project occurs overtime through a multiple of revenue sources including development fees from the FPA, a share of Sacramento County's Measure A Sales Tax for Transportation and State and Federal transportation funding programs.

D. Animal Control

This section will identify the details for the City of Folsom regarding a description of services and level of service. A summary regarding the implementation and funding measures necessary to serve the project will be identified herein.

(1) Description, Level, and Range of Services to be extended to the affected territory

Animal Care Services is provided by the City of Folsom.

Maintenance Services provided by Animal Care include: collecting and monitoring, licensing, transportation of animals to Sacramento County facilities, and related animal care service and regulatory fees; providing assistance to the general public (phone calls and on-site response) with animal care, welfare, licensing and adoption guidance, and responding to inquiries to lost and found animals. In addition to the above-mentioned services Animal Care also handles prioritizing and dispatching officer assistance from the public safety and law enforcement agencies, providing field services in response to animal-related emergencies; impounding dogs at large and rescuing animals in distress; enforcing all animal control laws; providing service for picking up seriously sick or injured strays and conveying them to veterinarians for emergency treatment; responding to other City agency requests for animal care and control services (i.e., fire, police, Highway Patrol); and providing accountability to customers and governing bodies.

E. Code Enforcement

This section will identify the details of how the City of Folsom provides Code Enforcement services and level of service. A summary regarding the implementation measures and funding necessary to serve the project will be identified herein.

The City of Folsom Municipal Code contains guiding principles, goals, and policies related to Code Enforcement.

(1) Description, Level and Range of Services to be extended to the Plan Area

Code Enforcement for the City is regulated by the Community Development Department Code Compliance Division. The main goal is to work with property owners and tenants to obtain compliance with the Folsom Municipal Code primarily related to property maintenance and zoning standards. Typical activities include facilitating the abatement of substandard and unsanitary dwelling units, regulating unregistered vehicles on private property and responding to nuisance or health related complaints.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

The Corporation Yard project will not increase the need for additional Code Enforcement services. They will remain at the current level sustainable by the City. No facility upgrades are anticipated to be required for Code Enforcement services.

(3) An indication of when the services can feasibly be extended to the affected territory

Code Enforcement services to the Corporation Yard will be provided consistent with the current level provided by the City.

F. Law Enforcement

The ability of the City of Folsom to serve the Corporation Yard project has been detailed in the Municipal Services Review. Public safety is one of the most important aspects of the quality and enjoyment of a community. In this section public safety is addressed.

(1) **Description, Level and Range of Services to be extended to the affected territory**

The Folsom Police Department is located at 46 Natoma Street and is staffed with 103 police personnel. The Police Department is a full-service department and provides all law enforcement and public safety services to the City's residents from the initial acceptance of a 911 call through patrol response, criminal investigation, and other special duties, including motor officers, SWAT, an equine unit, evidence technicians, and crime scene investigators.

The Folsom Police Department currently operates one police station, which is staffed by 75 sworn officers and 28 support staff. Discussions with Police staff suggest that the police station has reached maximum capacity. However, the Police Department anticipates adding a new police substation that could house 55 to 65 additional officers as the Folsom Plan Area is developed. The proposed substation will ensure that the Police Department could provide adequate service to the Folsom Plan Area as well as the proposed Project site.

The Police Department is comprised of two divisions: Support Services and Field Operations. The Field Operations (Patrol) Division includes a Patrol Bureau, a Traffic Bureau, Mounted Unit, K-9 Unit, CSI, and Special Weapons and Tactics (SWAT) Team. The Support Services Division consists of Citizens Assisting Public Safety (CAPS) Volunteers, the Communications Center (911), Criminal Investigation Bureau, Live Scan and Fingerprint Unit, Records Division, and Technical Services Bureau.

The Police Department is attuned to the needs of future development with the City, including the proposed Project. The Police Department anticipates the construction of a new substation on a parcel of land off East Bidwell Street (formerly Scott Road). Current estimates, including build-out of the FPA, calls for the addition of 55 to 65 Police Department personnel to provide the same level of service currently enjoyed by the City. Base on these determinations, the Police Department can efficiently and effectively meet the long-term police needs of the Project. Ratio of 1.02 sworn officers per 1000 people. No

additional police services or facilities are needed to serve the Corporation Yard.

(2) An indication of when the services can feasibly be extended to the affected territory

Law enforcement services to the Corporation Yard will be provided consistent with the absorption rate of the project.

(3) Information with respect to how the services will be financed

Police service is funded by the General Fund which includes property taxes, sales tax, charge for service, intergovernmental revenue, and transfers in from other funds. The City is currently financially stable while experiencing substantial growth. It is anticipated that the City will remain stable with the construction of a new Corporation Yard.

G. Fire Protection

The ability of the City of Folsom to serve the Corporation Yard project has been detailed in the Municipal Service Review for the project. This section will identify the details regarding a description of services and level of service.

The Folsom Fire Department provides a wide range of emergency services to development within the City of Folsom and neighboring jurisdictions. A staff of 71 fire personnel provides fire suppression, rescue, prevention, public education, hazardous materials response and emergency medical services to the community. The Folsom Fire Department serves a population of approximately 78,000 in an area covering 30 square miles in eastern Sacramento County.

(1) Description, Level and Range of Services to be extended to the Plan Area

The Folsom Fire Department currently operates four strategically located fire stations within the City to serve its residents.

- Station #35 at 535 Glenn Drive, in the Central Business District
- Station #36 at 9700 Oak Avenue Parkway, in northwest Folsom
- Station #37 at 70 Clarksville Road, near Folsom Lake College

- Station #38 at 1300 Blue Ravine Road, in central Folsom near Oak Avenue Parkway

The Fire Department is staffed by 65 sworn personnel and 6 support staff personnel. Each of the four stations is comprised of three engine companies (three-person), one truck company (four-person), two ambulances (two-person), and one duty chief officer (one-person). The Fire Department response time target is six minutes or less 90 percent of the time from dispatch to on-scene for structure fires. The Fire Department has automatic aid agreements with neighboring jurisdictions in Sacramento, El Dorado and Placer Counties, which establish that the closest and most appropriate unit will respond to an emergency. The City's ISO Rating is class 2/9.

The most prominent gap in the Fire Department's coverage is the Empire Ranch area in eastern Folsom. This area is difficult for existing fire stations to reach due to the lack of road connections. As a result, the Fire Department is in the process of constructing a fifth station, #39, which will serve the east and north areas of the City from its location on Empire Ranch Road at Ritchie Street. A sixth fire station is planned to be constructed at 1,500 residential occupancies within the Folsom Plan Area, which is directly north of the proposed project site.

(2) An indication of when the services can feasibly be extended to the affected territory

Fire services to the Corporation Yard will be available consistent with the absorption rate of the project and fire service provisions in the FPA.

(3) Information with respect to how the services will be financed

Fire service is funded by the General Fund which includes property taxes, sales tax, charge for service, intergovernmental revenue, and transfers in from other funds. The City is currently financially stable while experiencing substantial growth. It is anticipated that the City will remain stable with the construction of a new Corporation Yard.

H. Solid Waste

The Solid Waste Division provides collection, recycling, and disposal of solid waste, green waste, universal waste, household hazardous waste (e.g., paint, toxics, and batteries) and bulky items throughout the Folsom community. Garbage, recycling, and green waste are collected through a fleet of collection vehicles, while household hazardous waste is collected through residential "door to door" appointments. The City diverts more than 50% of its solid waste through recycling annually pursuant to a mandate under the Integrated Waste Management Act (AB 939).

Most refuse from Folsom is sent to Keifer Landfill, a Class III landfill located at 12701 Keifer Boulevard in Sloughhouse, about 11 miles south of Highway 50. Keifer Landfill is the primary solid waste disposal facility in Sacramento County and is operated by the County. The landfill is permitted to receive a maximum of 10,815 tons per day. As of 2005, it had a remaining capacity of 112,900,000 cubic yards and is anticipated to close in 2064.

The City plans to consolidate existing corporation yard operations at multiple facilities throughout the City to one centralized location at the project site, including City utilities. The expanded facility will help the City better serve its current and future residents. Based on these determinations, the Solid Waste Division can efficiently and effectively meet the long term needs of future development in the City, including the proposed project site.

(1) Description, Level, and Range of Services to be extended to the affected territory

The City of Folsom will provide solid waste service to the Corporation Yard.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

No additional facilities are needed to serve the Corporation Yard.

(3) An indication of when the services can feasibly be extended to the affected territory

Solid Waste service to the Corporation Yard will be provided consistent with the construction of the site.

I. Storm Drainage and Flood Control

The City's Public Works Department is responsible for all stormwater management issues for the City, including design and construction of the storm drain system, operation and maintenance, and urban runoff pollution prevention. The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drain, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/rivers.

(1) Description, Level, and Range of Services to be extended to the affected territory

The City's storm drainage system primarily discharges to local streams and the American River. Some stormwater discharges are treated by either onsite treatment controls, such as water quality swales or proprietary treatment devices, while discharges from other development areas are either untreated or directed to regional water quality/detention basins before discharging to a local stream. Most development projects in the City are required to install post construction stormwater controls such as detention basins or treatment vaults in order to reduce the volume and improve the quality of runoff.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

Since the project site naturally slopes from the northeast towards the southwest, a pipeline collection system will convey storm runoff to a hydro-modification/detention basin located near the southwest corner of the project site. The hydro-modification/detention basin will provide water quality treatment and hydro-modification for storm runoff up to the 10-year 24-hour storm and detention up to the 100-year 24-hour storm. The hydro-modification/detention basin would discharge through a culvert into an existing water course at the project boundary. The discharge will be limited to pre-development conditions. Exhibit 8 shows the topography of the site and the approximate location of the detention and water quality facility. Based on the above improvements, the City can efficiently and effectively meet the long-term storm drainage needs of the project.

(3) An indication of when the services can feasibly be extended to the affected territory

Development of the project site will require the construction of a drainage system consisting of inlets, pipes, manholes, overland release routes, and a detention facility/water quality basin. The project developer is responsible for the construction of the complete drainage system.

(4) Information with respect to how the service will be financed

The City will construct all drainage facilities with the first phase of development. The City will own and operate all drainage facilities and basins.

All drainage facilities will be funded and constructed by the City. The City will use developer fees, user charges and revenue from the sale of the existing corporation yard to fund the improvements.

J. Parks and Recreation

The City's parks and recreation system includes developed parks, planned parks, active recreation facilities, bike and walking trails, and community centers that serve targeted populations. The City's parks are administered by the Department of Parks and Recreation. The City has a Parks and Recreation Master Plan, most recently updated in 1996, and supplemented by an updated Implementation Plan in 2003. The FPA includes the development of approximately 125 acres of new park facilities in addition to over 1,000 acres of open space that include miles of bike and pedestrian trails. The Master Plan identifies a development program for all undeveloped parks. In addition to the City's facilities, the State operates the Folsom Lake State Recreation Area within the City limits, and other State and regional parks are located within City limits. However, the City has no ownership or service connection to these State or regional facilities.

(1) Description, Level, and Range of Services to be extended to the affected territory

No new additional facilities are needed to serve the Corporation Yard.

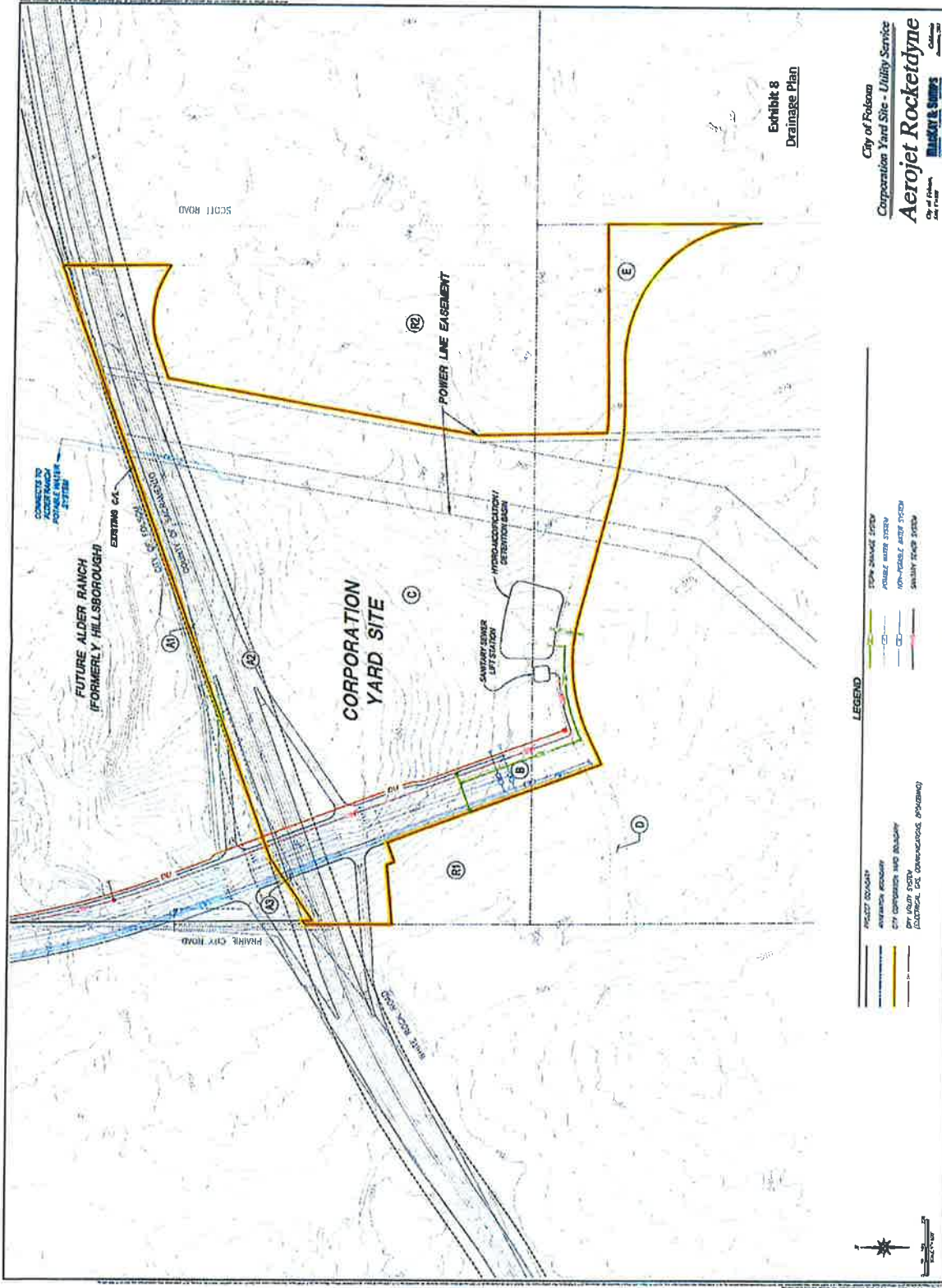


Exhibit 8
Drainage Plan

City of Polson
Corporation Yard Site - Utility Service
Aerojet Rocketdyne
City of Polson
City Engineer
City Engineer

PRELIMINARY - Subject to Revision

LEGEND

	PROJECT BOUNDARY		STORM SEWER SYSTEM
	INFRASTRUCTURE		SEWER WITH STORM
	CITY CORPORATION AND INDUSTRY		SEWER WITH STORM
	UTILITY SYSTEM		SEWER WITH STORM
	ELECTRICAL, GAS, COMMUNICATIONS, OTHER		SEWER WITH STORM

- (2) **An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed**

Since no residents are anticipated to be generated within the project, City staff does not foresee any impact on parks and recreation services from development of the project. Based on these determinations, the City can efficiently and effectively meet the long-term parks and recreation needs of the project.

- (3) **An indication of when the services can feasibly be extended to the affected territory**

Development of new parks in the Folsom Plan Area will occur at a rate commensurate of residential build-out.

- (4) **Information with respect to how the services will be financed**

No new parks are needed for the Corporation Yard project.

K. Libraries

The City currently operates a single library branch – the 24,000-square foot Georgia Murray building, at 411 Stafford Street in the civic center adjacent to City Hall. The Folsom Public Library first opened in 1993 at 300 Persifer Street. The age, design, and limited space of the Persifer Street building led the Folsom City Council to approve the construction of two new libraries: the current main library and a joint-use branch library at the Vista del Lago High School. The Georgia Murray Building (main library) opened to the public in 2007, followed by the 9,000-square foot Norman R. Siefkin Public Library (joint-use) in 2008. Due to budget constraints, the Siefkin branch is temporarily closed.

Since no residents are anticipated to be generated within the project, City staff does not foresee any impact on library services from development of the project. However, the City anticipates reserving a small portion of the proposed Municipal Services Center (approximately 15,000 square feet) within the Folsom Plan Area to house an express library where customers could pick up materials requested through the Sacramento Public Library system as well as browse through and check out collections including bestsellers, magazines, audio books, CDs, DVDs, and materials for children. Wireless network access as well as computer workstations may

also be featured. Depending on customer demand and funding availability, the City could also consider reopening the Siefkin library to help meet total City needs. Based on these determinations, the Folsom Public Library can efficiently and effectively meet the long-term library needs of the project.

(1) Description, Level and Range of Services to be extended to the affected territory

No new facilities are needed for the Corporation Yard project.

(2) An indication of when the services can feasibly be extended to the affected territory

Library services provided by the current Library and the proposed express library in the Folsom Plan Area are sufficient for the Corporation Yard project.

ATTACHMENT NO. 7

Findings of Fact and Statement of Overriding Considerations



Findings of Fact

for the

**Folsom Corporation Yard
Sphere of Influence Amendment and Annexation**

City of Folsom
50 Natoma Street
Folsom, CA 95630

May 2018

**Findings of Fact
for the**

**Folsom Corporation Yard
Sphere of Influence Amendment and Annexation
Environmental Impact Report
State Clearinghouse No. 2017112020/LAFCo No. 01-17**

PREPARED FOR

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May 2018

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
BMP	best management plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Folsom
CNG	compressed natural gas
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide-equivalent
Cortese Knox Hertzberg Act	Cortese Knox-Hertzberg Local Government Reorganization Act of 2000
dB	decibel
dBA	A-weighted decibel
diesel PM	particulate matter exhaust from diesel engines
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EMD	Sacramento County Environmental Management Department
ESA	federal Environmental Species Act
FMMP	Farmland Mapping and Monitoring Program
FPASP	<i>Folsom Plan Area Specific Plan</i>
IND/OP	Industrial / Office Park
LAFCo	Local Agency Formation Commission
L _{eq}	Equivalent Continuous Sound Level
L _{max}	Maximum Sound Level
LOS	level of service
MMRP	mitigation monitoring and reporting program
MT	metric tons
NCIC	North Central Information Center
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System

NRHP	National Register of Historic Places
OEHHA	Office of Environmental Health Hazard Assessment
OHV	off-highway vehicle
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas and Electric
PM	particulate matter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970
project	Folsom Corporation Yard Sphere of Influence Amendment and Annexation
PQ	Public/Quasi-Public
Regional San	Sacramento Regional County Sanitation District
RWQCB	regional water quality control boards
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SOI	sphere of influence
SOIA	Sphere of Influence Amendment
SOIA/annexation	Folsom Corporation Yard Sphere of Influence Amendment and Annexation
SSHCP	South Sacramento Habitat Conservation Plan
TAC	toxic air contaminant
UAIC	Wilton Rancheria, United Auburn Indian Community
UDA	Urban Development Area
USB	Urban Services Boundary

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1 INTRODUCTION

The purpose of these findings is to satisfy the requirements of Sections 15091, 15092, and 15093 of the California Environmental Quality Act (CEQA) Guidelines, associated with approval of the Folsom Corporation Yard Sphere of Influence (SOI) Amendment and Annexation (SOIA/annexation or project).

The CEQA Statutes (California Public Resources Code Sections 21000, et seq.) and Guidelines (California Code of Regulations Sections 15000, et seq.) state that if it has been determined that a project may or will have significant impacts on the environment, then an Environmental Impact Report (EIR) must be prepared. Prior to approval of the project, the EIR must be certified pursuant to CEQA Guidelines Section 15090. When an EIR has been certified which identifies one or more significant environmental impacts, the approving agency must make one or more of the following findings, accompanied by a brief explanation of the rationale, pursuant to CEQA Guidelines Section 15091, for each identified significant impact:

- A. Changes or alterations have been required in, or incorporated into, such project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.
- B. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- C. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

CEQA Guidelines Section 15092 states that after consideration of an EIR, and in conjunction with making the Section 15091 findings identified above, the lead agency may decide whether or how to approve or carry out the project. A project that would result in a significant environmental impact cannot be approved if feasible mitigation measures or feasible alternatives can avoid or substantially lessen the impact.

However, in the absence of feasible mitigation, an agency may approve a project with significant and unavoidable impacts, if there are specific economic, legal, social, technological, or other considerations that outweigh the unavoidable adverse environmental effects. Section 15093 requires the lead agency to document and substantiate any such determination in a “statement of overriding considerations” as a part of the record.

The requirements of Sections 15091, 15092, and 15093 as summarized above are all addressed herein. This document summarizes the findings of fact and statement of overriding considerations authorized by those provisions of the CEQA Guidelines and by the Public Resources Code for the project.

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

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

2.2 PROJECT SUMMARY

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

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

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

2.3 PROJECT OBJECTIVES

Sacramento Local Agency Formation Commission (LAFCo) and the City of Folsom have identified the following project objectives:

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

3 PROCEDURAL FINDINGS

Based on the nature and scope of the SOIA/annexation, State Clearinghouse Number 2017112020, the City of Folsom determined, based on substantial evidence, that the project may have a significant effect on the environment and prepared an environmental impact report (EIR) for the project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code Sections 2100 et seq. [CEQA]) and the CEQA Guidelines (14 California Code of Regulations Sections 1500 et. seq.), and additional noticing and opportunities for public comment were also provided, as follows:

- ▲ The Notice of Preparation (NOP) of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from November 7, 2017, through December 8, 2017.
- ▲ A public scoping meeting to receive comments regarding the issues to be covered in the Draft EIR was held on December 4, 2017, at the Folsom Library Meeting Room. The address of this facility is 411 Stafford Street, Folsom CA 95630.
- ▲ A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on November 8, 2017, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.
- ▲ A Notice of Availability (NOA) of the Draft EIR was mailed on February 5, 2018, to all interested groups, organizations, and individuals who had previously requested notice in writing. The NOA stated that LAFCo has completed the Draft EIR and that copies were available at Sacramento Local Agency Formation Commission, 1112 I Street, Suite 100, Sacramento, California, 95814; and City of Folsom, Community Development Department, 50 Natoma Street, Folsom CA 95630
- ▲ The Draft EIR was posted on the City of Folsom's website, starting on February 5, 2018, at: https://www.folsom.ca.us/city_hall/depts/community/planning/projects/default.asp
- ▲ An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on February 5, 2018 and concluded on March 22, 2018.
- ▲ LAFCo and the City of Folsom accepted verbal comments related to the Draft EIR at concurrent public workshops on March 7, 2018, at the Sacramento LAFCo Commission, Board Chambers, 700 H Street, Sacramento, CA and at Folsom Planning Commission, Council Chambers, 50 Natoma Street, Folsom, CA.
- ▲ The City of Folsom received written requests to be notified of projects in which the City is the Lead Agency under CEQA from Wilton Rancheria, United Auburn Indian Community (UAIC), and the Lone Band of Miwok Indians. Therefore, on November 7, 2017, the City sent project notification letters to these tribes. The letters provided a brief description of the project and its location, the lead agency contact information, and a notification that each tribe has 30 days to request consultation. The 30-day response period concluded on December 9, 2017. No responses were received from Wilton Rancheria or the Lone Band of Miwok Indians within that timeframe. Therefore, no tribal consultation with either tribe was carried out for this project.
- ▲ On November 15, 2017, UAIC replied to request consultation, copies of the technical studies, electronic boundaries of the project area, and a tribal monitor for the project. On November 16, 2017, the City formally initiated consultation with UAIC and provided the requested information. On January 11, 2018, the City met with the Tribe's representative. The meeting included a discussion of the project, type of environmental review under CEQA, alternatives under consideration, avoidance areas within the project

design, and the results of technical studies to date. The City requested information about any tribal cultural resources present within the project area. UAIC's representative indicated that the Tribe has no concerns and knows of no TCRs within the project area.

- ▲ LAFCo and the City of Folsom provided written responses to all comments received during and after the comment period referenced above for the Draft EIR.
- ▲ The Final EIR was released on May 1, 2018. The Final EIR consists of the following items:
 - the Draft EIR dated February 2018;
 - introduction to the Final EIR
 - comments and responses to comments on the Draft EIR;
 - corrections and revisions to the Draft EIR; and
 - a mitigation monitoring and reporting program (MMRP).

As required by CEQA Guidelines Section 15088(b), public agencies that commented on the Draft EIR and are provided at least 10 days to review the proposed responses prior to the date of consideration of the Final EIR for certification. Hearings to certify the Final EIR will be held on June 6, 2018, with LAFCo and June 12, 2018, at the City of Folsom.

4 RECORD OF PROCEEDINGS

In accordance with Public Resources Code Section 21167.6, subdivision (e), the record of proceedings for the City of Folsom's decisions on the SOIA/annexation includes the following documents, which are incorporated by reference and made part of the record supporting these findings:

- ▲ the City of Folsom Application package for the SOIA/annexation (LAFCo #01-17), and all attachments and supplemental information thereto, dated May 12, 2017;
- ▲ the Municipal Services Review, dated February 5, 2018;
- ▲ the LAFCo's Executive Officer's Report;
- ▲ the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, codified as Section 56000 of the California Government Code, as amended;
- ▲ the Draft EIR and all appendices to the Draft EIR;
- ▲ the Final EIR and all appendices to the Final EIR;
- ▲ all notices required by CEQA and presentation materials related to the project;
- ▲ all comments submitted by agencies or members of the public during the comment period on the NOP and Draft EIR;
- ▲ all studies conducted for the project and contained or referenced in the Draft EIR or the Final EIR;
- ▲ all documents cited or referenced in the Draft EIR and Final EIR;
- ▲ all public reports and documents related to the project prepared for LAFCo, City of Folsom, and other agencies;

- ▲ all documentary and oral evidence received and reviewed at public hearings and all transcripts and minutes of those hearings related to the project, the Draft EIR and the Final EIR;
- ▲ all other documents related to the project;
- ▲ the MMRP for the project; and
- ▲ any additional items not included above if otherwise required by law.

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the Sacramento Local Agency Formation Commission, 1112 I Street, Suite 100, Sacramento, California, 95814. The custodian of these documents is Mr. Don Lockhart, AICP, Executive Officer, Sacramento Local Agency Formation Commission. The documents are also available for review by responsible agencies and interested members of the public during normal business hours at the City of Folsom, Community Development Department, 50 Natoma Street, Folsom CA 95630. The custodian of these documents is Mr. Scott Johnson, AICP, Planning Manager, City of Folsom.

The Final EIR is incorporated into these findings in its entirety, unless and only to the extent these findings expressly do not incorporate by reference the Final EIR. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the project despite the potential for associated significant and unavoidable adverse physical environmental impacts.

5 FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” The same statute states that the procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” Section 21002 of the Public Resources Code goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved despite one or more significant effects thereof.”

The mandate and principles in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions.

The first such finding is that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the final EIR (CEQA Guidelines, Section 15091[a][1]). For purposes of these finding, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less-than-significant level.

The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by such other agency or can and should be adopted by such other agency (CEQA Guidelines, Section 15091[a][2]).

The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR (CEQA Guidelines, Section 15091[a]((3)).

“Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors (CEQA Guidelines, Section 15364). The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. Moreover, feasibility” under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors” (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417).

In the process of adopting mitigation measures, the City of Folsom has made a determination regarding whether the mitigation proposed in the EIR is “feasible.” In some cases, modifications may have been made to the mitigation measures proposed in the Draft EIR to update, clarify, streamline, or revise those measures. With respect to a project for which significant impacts are not avoided or substantially lessened, a lead agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons in support of the finding that the project benefits outweigh its unavoidable adverse environmental effects. In the process of considering the EIR for certification, the City of Folsom has recognized that impact avoidance is not possible in all instances. To the extent that significant adverse environmental impacts will not be reduced to a less-than-significant level with the adopted mitigation, the City of Folsom has found that specific economic, social, and other considerations support approval of the project. Those findings are reflected herein in Section 5.1, *Summary of Findings*, and in Section 7, *Statement of Overriding Considerations*, below.

5.1 SUMMARY OF FINDINGS

The Draft EIR identified several less-than-significant impacts associated with the project that do not require mitigation. The Draft EIR also identified a number of significant and potentially significant environmental effects (or impacts) that may be caused in whole or in part by the project. Some of these significant effects can be fully avoided or substantially lessened through the adoption of feasible mitigation measures. Other effects cannot be, and thus may be significant and unavoidable. For reasons set forth in Section 7, *Statement of Overriding Considerations*, however, the City of Folsom has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The findings of the City of Folsom with respect to the project’s significant effects and mitigation measures are set forth in the Final EIR and these Findings of Fact. The Summary of Findings does not attempt to regurgitate the full analysis of each environmental impact contained in the Final EIR. Please refer to the Draft EIR and the Final EIR for more detail. The Draft EIR and the Final EIR are herein incorporated by reference.

The Summary of Findings provides a summary description of each potentially significant and significant impact, describes the applicable mitigation measures identified in the Final EIR and adopted by LAFCo and the City of Folsom, and states the findings of the City of Folsom regarding the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Final EIR and associated record (described herein) both of which are incorporated by reference. The City of Folsom hereby ratifies, adopts, and incorporates the analysis and explanation in the record into these findings, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

Some of the measures identified in the Summary of Findings may also be within the jurisdiction and control of other agencies. To the extent any of the mitigation measures are within the jurisdiction of other agencies, the City of Folsom finds those agencies can and should implement those measures within their jurisdiction and control (CEQA Guidelines Section 15091[a][2]).

5.1.1 Findings Regarding Errata and EIR Recirculation

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR when “significant new information” is added to the EIR after the lead agency gives public notice of the availability of the Draft EIR but before certification. “Information” may include project changes, changes to the environmental setting, or additional data or other information. The CEQA Guidelines do not consider new information to be significant unless the lead agency changes the EIR in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to mitigate the impact that the agency or project proponent has declined to implement.

Section 15088.5 states “significant new information” requiring recirculation may include:

- 1) A new significant environmental impact that had not previously been disclosed in the Draft EIR would result from the project or from a new mitigation measure;
- 2) A substantial increase in the severity of an environmental impact that had already been identified unless mitigation measures would be adopted to reduce the impact to a level of insignificance;
- 3) A feasible project alternative or mitigation measure would considerably lessen the significant environmental impacts of the project, but the proponents will not adopt it; or
- 4) The Draft EIR was so inadequate and conclusory that meaningful public review and comment were precluded.

Recirculation is not required if new information added to the EIR just clarifies or makes minor modifications to an otherwise adequate EIR.

LAFCo and the City of Folsom made changes to the Draft EIR after this draft document was released, which are described in Final EIR Chapter 3, *Corrections and Revisions to the Draft EIR*. The changes to the Draft EIR originate from responses to comments resulting in text modifications or corrections or from modifications included by LAFCo and/or City of Folsom staff that occurred after circulation of the Draft EIR for public review. These changes do not substantively change the analysis, mitigation, or alternatives presented in the Draft EIR. Therefore, recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5 is not required.

Since release of the Draft EIR, minor changes were made to certain mitigation measures. The revisions to these mitigation measures are set forth as follows (new text shown in underline, deleted text shown in strikethrough).

SECTION 3.3 – AIR QUALITY

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

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

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

Construction

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

Operation

- ▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and
- ▲ Signs shall be posted at all truck loading areas which indicate that diesel powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions of diesel PM.
- ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.
 - A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50.
 - The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways.
 - Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap.
 - Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps.
 - All vegetation chosen shall have a porosity of 20 to 40 percent.
 - A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors.
 - Some tree species that may be considered include Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwoods (*Sequoia sempervirens*). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters.

Significance after Mitigation

Implementation of Mitigation Measure 3.3-1 would incorporate measures to minimize exposure of sensitive receptors and ensure that any construction activities and new sources of TACs associated with a future corporation yard construction and operation would not expose sensitive land uses to

excessive TAC levels. Thus, the TAC sources generated by a future corporation yard construction and operation would not result in an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors and this impact would be reduced to **less than significant**.

Finding on Changes to Mitigation

Mitigation Measure 3.3-1 was modified at the request of Sacramento Metropolitan Air Quality Management District (SMAQMD). SMAQMD suggested the planting/installation of a vegetative barrier be added to Mitigation Measure 3.3-1 to further reduce toxic air contaminant exposure to future residents in the Folsom Plan Area. This was added and the City of Folsom finds that this change does not alter the conclusion of the Draft EIR (Final EIR p. 2-36).

SECTION 3.4 – BIOLOGICAL RESOURCES

Mitigation Measure 3.4-2c on Pages 3.4-22 and 3.4-23 of the Draft EIR is revised as follows:

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

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

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

- ▲ For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson's hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15.
- ~~▲ For construction activities that would occur within 0.5 mile of a likely Swainson's hawk nest site, the project applicant shall attempt to initiate construction activities prior to nest initiation phase (i.e., before March 1). Depending on the timing, regularity, and intensity of construction activity, construction in the area prior to nest initiation may discourage a Swainson's hawk pair from using that site and eliminate the need to implement further nest protection measures, such as buffers and limited construction operating periods around active nests. Other measures to deter establishment of nests (e.g., reflective striping or decoys) may be used prior to the breeding season in areas planned for active construction. However, if breeding raptors establish an active nest site, as evidenced by nest building, egg laying, incubation, or other nesting behavior, near the construction area, they shall not be harassed or deterred from continuing with their normal breeding activities~~
- ▲ Impacts to nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson's hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.
- ▲ Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.

Significance after Mitigation

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

Finding on Changes to Mitigation

Mitigation Measure 3.4-2c was modified at the request of Friends of the Swainson's Hawk. The comment states that a portion of the Mitigation Measure is inconsistent with past policies and CDFW guidance, and requests that the text be removed from the EIR. The lead agencies concur with the comment's assertion and removed the selected text from Mitigation Measure 3.4-2c. The City of Folsom finds that this change does not alter the conclusion of the Draft EIR (Final EIR p. 2-31).

SECTION 3.6 – ENERGY

Mitigation Measure 3.6-2 on pages 3.6-13 of the Draft EIR is revised as follows:

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

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

Finding on Changes to Mitigation

Mitigation Measure 3.6-2 was modified at the request of Sacramento Municipal Utilities District (SMUD). The modification clarifies the City of Folsom intention to continue to coordinate with SMUD. The City of Folsom finds that this change does not alter the conclusion of the Draft EIR (Final EIR p. 2-21).

SECTION 3.7 – GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Mitigation Measure 3.7-1 on pages 3.7-13 and 3.7-14 of the Draft EIR is revised as follows:

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

The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO₂e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions.

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

Onsite Construction

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

Onsite Operation

- ▲ Replace diesel-fueled heavy-duty fleet vehicles with renewable compressed natural gas (CNG)-fueled or renewable diesel-fueled fleet vehicles.

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

Offsite GHG Reduction

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

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

Finding on Changes to Mitigation

Mitigation Measure 3.7-1 was modified at the request of SMAQMD. SMAQMD suggested that a minimum 15 percent reduction in ozone precursors (i.e., reactive organic compounds, oxides of nitrogen) be documented and recommends that the City of Folsom include a condition of approval requiring the documentation of achieving this reduction in emissions. Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures, includes various GHG reduction measures that would also result in reductions in ozone precursor emissions. To demonstrate that incorporated mitigation measures would be adequate, additional analysis was conducted to determine what level of mitigation would achieve the 15 percent ozone reduction. Based on the modeling conducted, the City of Folsom would need to reduce annual gasoline fuel use by 25 percent over the operational life of the project. Mitigation Measure 3.7-1 has been revised to ensure the 15 percent reduction in ozone precursor requirement is met. The City of Folsom finds that this change does not alter the conclusion of the Draft EIR (Final EIR p. 2-35).

CHAPTER 4 – CUMULATIVE IMPACTS

Mitigation Measure 4-2 has been added to page 4-7 Draft EIR as follows:

Mitigation Measure 4-2: Cumulative Biological Resource Impacts

To ensure that the feasibility and effectiveness of the SSHCP Conservation Strategy is maintained, prior to the approval and construction of any developed uses on the SOIA/annexation area, the City of Folsom

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

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

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

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

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

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

Finding on Changes to Mitigation

Mitigation Measure 4-2 was added to clarify how the City of Folsom would ensure consistency with the SSHCP. The City of Folsom finds that this change does not alter the conclusion of the Draft EIR (Final EIR pp. 2-19, 3-6).

5.1.2 Findings Regarding Less Than Significant Impacts (No Mitigation Required)

The City of Folsom agrees with the characterization in the Final EIR of all project-specific impacts identified as "less than significant" and finds that those impacts have been described accurately and are either less than significant or have no impact, as described in the Final EIR, or that changes have been required or

incorporated into the project that mitigate or avoid significant effects. Section 15091 of the CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having “no impact” or a “less than significant” impact.

Impacts where the project would result in either no impact or a less-than-significant impact, and which require no mitigation, are identified in the bulleted list below. Please refer to the EIR for more detail.

AIR QUALITY

- ▲ Impact 3.3-1: Construction emissions of criteria air pollutants and ozone precursors.
- ▲ Impact 3.3-2: Long-term operational emissions of air pollutants.
- ▲ Impact 3.3-3: Mobile-source CO concentrations.
- ▲ Impact 3.3-5: Exposure of sensitive receptors to odors.

BIOLOGICAL RESOURCES

- ▲ Impact 3.4-4: Conflict with City of Folsom Tree Preservation Ordinance.
- ▲ Impact 3.4-5: Interference with resident or migratory wildlife corridors or native wildlife nursery sites.

CULTURAL AND TRIBAL CULTURAL RESOURCES

- ▲ Impact 3.5-1: Cause substantial adverse change to a historical resource.
- ▲ Impact 3.5-3: Accidental discovery of human remains.
- ▲ Impact 3.5-4: Disturb a unique paleontological resource.
- ▲ Impact 3.5-6: Cause substantial adverse change to a tribal cultural resource.

GEOLOGY AND SOILS

As described in Draft EIR Chapter 1, *Introduction*, the project would not result in significant impacts related to geology and soils.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

- ▲ Impact 3.7-2: Impacts of climate change on the project.

HAZARDS

- ▲ Impact 3.8-1: Create a significant hazard to the public or environment due to upset and accident conditions.
- ▲ Impact 3.8-3: Create a significant risk from wildfires.

HYDROLOGY

- ▲ Impact 3.9-2: Deplete groundwater supplies or interfere substantially with groundwater recharge.

LAND USE AND PLANNING

As described in Draft EIR Chapter 1, *Introduction*, the project would not result in significant impacts related to land use and planning.

MINERAL RESOURCES

As described in Draft EIR Chapter 1, *Introduction*, the project would not result in significant impacts related to mineral resources.

NOISE

- ▲ Impact 3.10-2: Exposure of existing sensitive receptors to excessive traffic noise levels and/or substantial increases in traffic noise.
- ▲ Impact 3.10-3: Intermittent single-event noise from trucks passing offsite sensitive receptors.

POPULATION AND HOUSING

As described in Draft EIR Chapter 1, *Introduction*, the project would not result in significant impacts related to population and housing. The potential for growth-inducing effects, however, was considered, as required by CEQA, in Draft EIR Chapter 6, *Other CEQA Sections*.

PUBLIC SERVICES

As described in Draft EIR Chapter 1, *Introduction*, the project would not result in significant impacts related to public services.

RECREATION

As described in Draft EIR Chapter 1, *Introduction*, the project would not result in significant impacts related to recreation.

TRANSPORTATION AND CIRCULATION

- ▲ Impact 3.11-2: Impacts to freeway facilities.
- ▲ Impact 3.11-3: Impacts to Transit.
- ▲ Impact 3.11-4: Impacts to bicycle or pedestrian facilities

UTILITIES AND SERVICE SYSTEMS

- ▲ Impact 3.12-1: Require or result in the construction of new or expanded water or wastewater treatment facilities, the construction of which could cause significant environmental effects.
- ▲ Impact 3.12-2: Require new or expanded entitlements to water.
- ▲ Impact 3.12-3: Exceed the capacity of the wastewater treatment provider.
- ▲ Impact 3.12-4: Generate solid waste that would exceed the permitted capacity of the landfill serving the area.

CUMULATIVE IMPACTS

- | | |
|-----------------------------------|------------------------------------------|
| ▲ Air pollutants | ▲ Hydrology, drainage, and water quality |
| ▲ Carbon monoxide concentrations | ▲ Traffic noise |
| ▲ Historic resources | ▲ Operational noise |
| ▲ Archeological resources | ▲ Intersection operations |
| ▲ Tribal cultural resources | ▲ Freeway facilities |
| ▲ Paleontological resources | ▲ Transit |
| ▲ Greenhouse gas emissions | ▲ Bicycle and pedestrian facilities |
| ▲ Hazards and hazardous materials | ▲ Utilities |

5.1.3 Findings Regarding Impacts Mitigated to a Level of Less than Significant

The City of Folsom hereby finds that feasible mitigation measures have been identified in the EIR and these Findings of Fact that will avoid or substantially lessen the following potentially significant and significant environmental impacts to a less-than-significant level. The potentially significant impacts and the mitigation measures that will reduce them to a less-than-significant level are summarized below. Please refer to the Draft EIR and the Final EIR for more detail.

AIR QUALITY

Impact 3.3-4: Exposure of sensitive receptors to TACs.

Construction- and operation-related emissions of TACs associated with the implementation of a future corporation yard would result an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors. Therefore, this impact would be potentially significant (Draft EIR p. 3.3-18).

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

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

Construction

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

Operation

- ▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and
- ▲ Signs shall be posted at all truck loading areas which indicate that diesel powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions of diesel PM.
- ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.
 - A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50.

- The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways.
 - Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap.
 - Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps.
- All vegetation chosen shall have a porosity of 20 to 40 percent.
- A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors.
- ▲ Some tree species that may be considered include Pine (*Pinus nigra var. maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwoods (*Sequoia sempervirens*). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters. (Draft EIR pp. 3.3-19 to 3.3-20, Final EIR pp. 3-4, 3-5).

Significance after Mitigation

Implementation of Mitigation Measure 3.3-1 would incorporate measures to minimize exposure of sensitive receptors and ensure that any construction activities and new sources of TACs associated with a future corporation yard construction and operation would not expose sensitive land uses to excessive TAC levels. Thus, the TAC sources generated by a future corporation yard construction and operation would not result in an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1.0 at existing or future sensitive receptors and this impact would be reduced to less than significant (Draft EIR pp 3.3-20).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.3-20, Final EIR p. 3-5).

BIOLOGICAL RESOURCES

Impact 3.4-1: Disturbance to or loss of special-status plant species and habitat

Future development of the SOIA/annexation area could result in the disturbance or loss of several special-status plant species. Because the loss of special-status plants could substantially affect the abundance, distribution, and viability of local and regional populations of these species, this would be a **potentially significant** impact (Draft EIR pp 3.4-17).

Mitigation Measure 3.4-1: Protection and mitigation of special-status plants.

Prior to breaking ground within the SOIA/annexation area, the City of Folsom shall impose the following conditions:

- ▲ Prior to construction and during the blooming period for the special-status plant species with potential to occur in the project site, a qualified botanist shall conduct protocol-level surveys for special-status plants in areas where potentially suitable habitat would be removed or disturbed

by project activities. Table 3.4-4 summarizes the normal blooming periods for special-status plant species with potential to occur on the project site, which generally indicates the optimal survey periods when the species are most identifiable.

- ▲ If no special-status plants are found, the botanist shall document the findings in a letter report to USFWS, CDFW, and the project applicant and no further mitigation shall be required.

Table 3.4-4 Normal Blooming Period for Special-Status Plants with Potential to Occur on the Project Site

Species	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
dwarf downingia <i>Downingia pusilla</i>									
Bogg's Lake hedge-hyssop <i>Gratiola heterosepala</i>									
Ahart's dwarf rush <i>Juncus leiospermus</i> var. <i>ahartii</i>									
legenere <i>Legenere limosa</i>									
pincushion navarretia <i>Navarretia myersii</i> ssp. <i>myersii</i>									
slender Orcutt grass <i>Orcuttia tenuis</i>									
Sacramento Orcutt grass <i>Orcuttia viscida</i>									
Sanford's arrowhead <i>Sagittaria sanfordii</i>									

Source: Data compiled by Ascent Environmental in 2017

- ▲ If special-status plant species are found on the project site and are located outside of the permanent footprint of any proposed structures/site features and can be avoided, the project applicant will establish and maintain a 40-foot protective buffer around special-status plants to be retained.
- ▲ If special-status plant species are found that cannot be avoided during construction, the applicant shall consult with CDFW and/or USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts that could occur because of project construction and shall implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation measures may include preserving and enhancing existing populations, creation of offsite populations on mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals. A mitigation and monitoring plan shall be developed describing how unavoidable losses of special-status plants will be compensated.
- ▲ If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, success criteria, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.

- ▲ Success criteria for preserved and compensatory populations shall include:
 - The extent of occupied area and plant density (number of plants per unit area) in compensatory populations shall be equal to or greater than the affected occupied habitat.
 - Compensatory and preserved populations shall be self-producing. Populations shall be considered self-producing when:
 - plants reestablish annually for a minimum of five years with no human intervention such as supplemental seeding; and
 - reestablished and preserved habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types in the project vicinity.
 - If offsite mitigation includes dedication of conservation easements, purchase of mitigation credits, or other offsite conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, success criteria such as those listed above and other details, as appropriate to target the preservation of long term viable populations (Draft EIR pp. 3.4-17 to 3.4-19).

Significance after Mitigation

Implementation of Mitigation Measure 3.4-1 would reduce significant impacts on special-status plants to a **less-than-significant** level because it would require identification and avoidance of special-status plants or provide compensation for loss of special-status plants through enhancement of existing populations, creation and management of offsite populations, conservation easements, or other appropriate measures (Draft EIR 3.4-19).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR 3.4-19).

Impact 3.4-2: Disturbance to or loss of special-status wildlife species and habitat.

Future development of the proposed SOIA/annexation area could adversely affect several special-status wildlife species, including amphibians, nesting birds, mammals, and invertebrates. Future development activities such as ground disturbance and vegetation removal, as well as overall conversion of habitat to urban uses, could result in the disturbance or loss of individuals and reduced breeding productivity of these species. Special-status wildlife species are protected under ESA, CESA, California Fish and Game Code, CEQA, or other regulations. The loss of special-status wildlife species and their habitat would be a **potentially significant** impact (Draft EIR, pp 3.4-19).

Mitigation Measure 3.4-2a: Avoidance and protection of spadefoot toad.

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

- ▲ For work conducted during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist shall survey the project site (including access roads) within 48 hours prior to initiation of construction activities. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and further mitigation shall not be required.

- ▲ If western spadefoot toad is found within the project site, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures. When feasible, there will be a 50-foot no-disturbance buffer around burrows that provide suitable upland habitat for western spadefoot toad. Burrows considered suitable for spadefoot will be identified by a qualified biologist. The biologist will delineate and mark the no-disturbance buffer.
- ▲ If a 50-foot no-disturbance buffer is not feasible, then other mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.
- ▲ Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction activities. The training will describe special-status wildlife and habitats, and applicable measures designed to minimize disturbance to these species (Draft EIR pp 3.4-20 to 3.4-21).

Significance after Mitigation

Implementing Mitigation Measure 3.4-2a would reduce potential impacts on western spadefoot to a **less-than-significant** level because western spadefoot would be avoided and protected from construction activities (Draft EIR p. 3.4-21).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.4-21).

Mitigation Measure 3.4-2b: Protection of burrowing owl. The City of Folsom shall impose the following conditions prior to, and during, construction:

- ▲ The applicant shall retain a qualified biologist to conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 1,500 feet of the project site. Surveys shall be conducted prior to the start of construction activities and in accordance with Appendix D of CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012).
- ▲ If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW and no further mitigation would be required.
- ▲ If an active burrow is found during the nonbreeding season (September 1 through January 31), the applicant shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of CDFW's 2012 Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project's burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a plan for creation, maintenance, and monitoring of artificial burrows in suitable habitat proximate to the burrows to be destroyed, that provide substitute burrows for displaced owls.
- ▲ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and will be provided with a 150- to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level disturbance as outlined in the CDFW Staff Report (CDFW 2012). The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented to prevent burrowing owls from being detrimentally affected. Once the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed

per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW's 2012 Staff Report.

- ▲ If active burrowing owl nests are found on the site and are destroyed by project implementation, the project applicant shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts to nesting, occupied and satellite burrows, and burrowing owl habitat shall be mitigated such that habitat acreage, number of burrows, and burrowing owls adversely affected are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards:
- ▲ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species range wide.
- ▲ If feasible, mitigation lands shall be provided adjacent or proximate to the site so that displaced owls can relocate with reduced risk of take. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity.
- ▲ If suitable habitat is not available for conservation adjacent or proximate to the project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW.
- ▲ If mitigation is not available through an approved mitigation bank and will be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the 2012 Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors (Draft EIR pp. 3.4-21 and 3.4-22).

Significance after Mitigation

Implementing Mitigation Measure 3.4-2b would reduce potential impacts on burrowing owl to a **less-than-significant** level because burrowing owls would be avoided and protected from construction activities, or the project applicant would compensate for project-related loss of suitable occupied habitat (Draft EIR p. 3.4-22).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.4-22).

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

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

- ▲ For project activities, including tree removal and ground disturbance, that begin between February 1 and September 15, qualified biologists shall conduct preconstruction surveys for Swainson's hawk and other nesting raptors and to identify active nests on and within 0.5 mile of the project site. The surveys shall be conducted before the beginning of any construction activities between March 1 and September 15.
- ▲ Impacts to nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson's hawk and 500 feet for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.
- ▲ Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree (Draft EIR pp. 3.4-22 and 3.4-23).

Significance after Mitigation

Implementation of Mitigation Measure 3.4-2c would reduce impacts on nesting raptors to a **less-than-significant** level because preconstruction surveys would be conducted and active raptor nests would be protected from construction activities (Draft EIR p. 3.4-23).

Finding on Proposed Mitigation

LAFCo finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.4-23).

Mitigation 3.4-2e: Protection measures for American badger. The City of Folsom shall impose the following conditions prior to, and during, construction:

This mitigation measure applies to projects or ground-disturbing activities with potential to disturb suitable habitat for American badger.

Prior to construction activities within suitable habitat for American badger (e.g., annual grassland), a qualified wildlife biologist shall conduct surveys to identify any American badger burrows/dens. These surveys shall be conducted not more than 15 days prior to the start of construction. If occupied burrows are not found, further mitigation will be not required. If occupied burrows are found, impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction-related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week to track the status of the den and to determine when a den area has been cleared for construction (Draft EIR p. 3.4-24).

Significance after Mitigation

Implementation of Mitigation Measure 3.4-2e would reduce impacts on American badger to a **less-than-significant** level because preconstruction surveys would be conducted and active badger dens would be protected from construction activities (Draft EIR p. 3.4-24).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.4-24).

Mitigation Measure 3.4-2f: Mitigation for aquatic invertebrates; vernal pool fairy shrimp and vernal pool tadpole shrimp.

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

- ▲ This mitigation measure applies to projects or ground-disturbing activities with potential to disturb habitat for vernal pool crustaceans; it incorporates the conservation measures from the USFWS Programmatic Biological Opinion (USFWS 1996) that provide for both habitat preservation and habitat creation for vernal pool fairy shrimp and vernal pool tadpole shrimp.
- ▲ Because suitable wetland or vernal pool habitat is known to occur on the project site (see Mitigation Measure 3.4-3), the project applicant shall implement the following measures to minimize and compensate for loss of vernal pool fairy shrimp and vernal pool tadpole shrimp.
- ▲ Habitat Preservation: The applicant, in consultation with USFWS, shall compensate for direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 2:1, by purchasing vernal pool preservation credits from a USFWS-approved conservation bank. Compensation credits shall be purchased prior to any ground-disturbing activities.
- ▲ Habitat Creation: The applicant shall compensate for the direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 1:1, by purchasing vernal pool creation credits from a USFWS-approved conservation bank.
- ▲ Mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat.
- ▲ For seasonal wetlands and drainages that shall be retained on the site (i.e., those not proposed to be filled), a minimum setback of at least 50 feet from these features will be avoided on the project site. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities.
- ▲ A worker environmental awareness training shall be conducted to inform onsite construction personnel regarding the potential presence of listed species and the importance of avoiding impacts to these species and their habitat.
- ▲ The applicant shall secure any necessary take authorization prior to project construction through formal consultation between USACE and USFWS pursuant to Section 7 of the ESA and shall implement all measures included in the Biological Opinion issued by USFWS (Draft EIR pp. 3.4-24 and 3.4-25).

Significance after Mitigation

Implementation of Mitigation Measure 3.4-2f would reduce significant impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp and suitable habitat to a **less-than-significant** level because it would offset the impact through preserving vernal pool habitat at a ratio of 2:1 and the creation of vernal pool habitat at a ratio of 1:1 within a USFWS-approved mitigation bank or onsite habitat enhancement and protection subject to USFWS approval (Draft EIR p. 3.4-25).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.4-25).

Impact 3.4-3: Disturbance and loss of wetlands, other waters of the United States, and waters of the state

Seasonal wetlands, intermittent drainages, and vernal pools are present within the SOIA/annexation area. Future land use changes and development would result in conversion of wetland habitat to urban uses. Loss or degradation of wetland or vernal pool habitat would be a **potentially significant** impact (Draft EIR p. 3.4-25).

Mitigation Measure 3.4-3: Wetlands, other waters of the U.S., and waters of the state.

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

- ▲ Wetlands and vernal pools are of special concern to resource agencies and are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. The project applicant shall retain a qualified biologist to conduct an updated delineation of waters of the United States or state, including wetlands that would be affected by the project, through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States or state would result from implementation of the project, authorization for such fill shall be secured from USACE through the 404-permitting process. Any waters of the United States that would be affected by project development shall be replaced or restored on a “no-net-loss” basis in accordance with USACE mitigation guidelines (or the applicable USACE guidelines in place at the time of construction). In association with the Section 404 permit (if applicable) and prior to the issuance of any grading permit, Section 401 Water Quality Certification from the RWQCB shall be obtained.
- ▲ If it is determined that waters subject to jurisdiction by CDFW are present within the project site following the delineation of waters of the United States and state, and that site development would affect the bed, bank, or channel, a Streambed Alteration Notification will be submitted to CDFW, pursuant to Section 1600 et seq. of the California Fish and Game Code. If proposed activities are determined to be subject to CDFW jurisdiction, the project proponent will abide by the conditions of any executed agreement prior to the issuance of a grading permit. Several aquatic features on site, including intermittent streams, would likely fall under the jurisdiction of CDFW (Draft EIR p. 3.4-25 and 3.4-26).

Significance after Mitigation

Implementation of Mitigation Measure 3.4-3 would reduce impacts to wetlands, other waters of the United States, and waters of the state to a **less-than-significant** level because it would result in no net loss of functions and acreage of wetlands, vernal pools, and other waters through implementation of USACE mitigation guidelines (Draft EIR p. 3.4-26).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.4-26).

CULTURAL RESOURCES**Impact 3.5-2: Cause substantial adverse change to a unique archaeological resource**

Based on the results of the cultural resources report, there are two archaeological resources within the project site that have been evaluated as eligible for the NRHP, P-34-2190/2193 and P-34-335. There are no known prehistoric-era archaeological sites within the SOIA/annexation area. Future development of the site could impact known archaeological resources and ground-disturbing activities from future corporation yard development could also result in discovery or damage of as yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. This would be a potentially significant impact (Draft EIR p. 3.5-14).

Mitigation Measure 3.5-2a. Minimize impacts to the Prairie House and refuse pit

The potentially significant impact to the Prairie House and refuse pit site may be mitigated in several ways.

- ▲ During future project planning, the site shall be avoided entirely. While the site has been partially excavated, additional surveys would be needed to ensure proper site boundaries so that future grading and development would not affect the site.
- ▲ If the site cannot be avoided, then the site may be capped. The site shall be covered with layer(s) of chemically compatible soil prior to construction of any physical structures or other improvements.
- ▲ If avoidance, including capping, is not feasible, then the site shall be mitigated through data recovery excavation. Much of the known area in which the Prairie House and Refuse Pit site is located is within the right-of-way for the future SouthEast Connector. Depending on whether the future corporation yard is built before the SouthEast Connector, either the SouthEast Connector JPA or the City of Folsom may be required to mitigate the site. The two entities shall negotiate appropriate cost-sharing for the mitigation if the site cannot be avoided or capped (Draft EIR pp. 3.5-14 and 3.5-15).

Mitigation Measure 3.5-2b. Impacts to previously unknown archaeological materials.

In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If a prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, and a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources and, if completed avoidance is not possible, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project site (the NCIC) (Draft EIR p. 3.5-15).

Significance after Mitigation

Mitigation Measure 3.5-1a would require the avoidance or mitigation for the historical resource. Mitigation Measure 3.5-1b would reduce potentially significant impacts to archaeological resources because mitigation would be developed in coordination with the appropriate federal, state, and/or local agency(ies) and tribes to avoid, move, record, or otherwise treat discovered resources appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of archaeological resources, this impact would be reduced to a **less-than-significant** level (Draft EIR p. 3.5-15).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.5-15).

ENERGY**Impact 3.6-1: Wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation**

Development of the future corporation yard would increase electricity and natural gas consumption at the site relative to existing conditions. Thus, this impact would be **potentially significant** (Draft EIR p. 3.6-10).

Mitigation Measure

Implement Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures (Draft EIR p. 3.7-13, Final EIR pp. 3-8, 3-9)

Significance after Mitigation

Implementation of Mitigation Measure 3.7-1 provided in Section 3.7, Greenhouse Gas Emissions and Climate Change, would further improve the energy efficiency of the future corporation yard through construction reductions, site design features, and potential changes to renewable fuels. Implementation of the Mitigation Measure 3.7-1 would improve operational and transportation energy efficiency of the future corporation yard that would ensure that the future corporation yard's energy consumption would not be considered wasteful, inefficient, or unnecessary. Thus, this impact would be reduced to **less than significant** (Draft EIR p. 3.6-11).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.6-11).

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**Impact 3.7-1: Project-generated GHG emissions**

The level of annual GHG emissions associated with the project, including amortized construction-related emissions, would be approximately 1,052 MT CO₂e/year. This level of GHG emissions has the potential to result in a considerable contribution to cumulative emissions related to global climate change and conflict with State GHG reduction targets established for 2030 and 2050. Therefore, this impact would be **potentially significant** (Draft EIR p. 3.7-11 to 3.7-13).

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

The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO₂e/year, thus resulting in a no net

increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions.

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

Onsite Construction

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

Onsite Operation

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

Offsite GHG Reduction

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

The quantity of carbon credits purchased by the City to offset the project's operational GHG emissions shall be based on the annual mass of GHG emissions less the reduction achieved by implementation of the onsite reductions measures described above, multiplied by an operational life of 25 years (Draft EIR pp. 3.7-13 and 3.7-14, Final EIR p. 3-8 and 3-9).

Significance after Mitigation

Mitigation Measure 3.7-1 provides numerous onsite measures that would reduce GHG emissions during construction and operation of the project and commits the City to reduce net increases in GHG emissions

over existing conditions. Further, if onsite reduction measures do not achieve the necessary reductions, remaining GHG emissions would be reduced to zero through the purchase of carbon offsets.

Further, specific measures related to the use of alternative fuels for vehicles, included in Mitigation Measure 3.7-1 could reduce GHG emissions of medium-heavy duty vehicles from 1,152 grams CO₂e per mile (g CO₂e/mile) running on diesel fuel to zero g CO₂e/mile running on renewable CNG fuel or renewable diesel fuel (CARB 2015; Argonne National Laboratory 2017). Furthermore, GHG emissions of passenger vehicles could be reduced from 189 g CO₂e/mile for gasoline to zero g CO₂e/mile for electric (CARB 2015). Implementation of Mitigation Measure 3.7-1 would result in no net increase in GHG emissions. Thus, the project's contribution to cumulative GHG emission after mitigation would be reduced to a **less-than-significant** impact (Draft EIR p. 3.7-14).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3. 7-14).

HAZARDS

Impact 3.8-2: Create potential human hazards from exposure to existing onsite hazardous materials.

Future development of the SOIA/annexation area could expose construction workers to hazardous materials present onsite during construction activities and hazardous materials onsite could create an environmental or health hazard for later residents or occupants, if left in place. This impact would be **potentially significant** (Draft EIR pp. 3.8-11 and 3.8-12).

Mitigation Measure 3.8-2a: Prepare environmental site assessments.

Prior to any earth-moving activities, the City of Folsom will conduct a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented prior to ground disturbance. (Draft EIR pp. 3.8-12)

Mitigation Measure 3.8-2b: Prepare a hazardous materials contingency plan for construction activities.

The City of Folsom will prepare and submit a hazardous materials contingency plan to Sacramento County EMD. The plan will describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan will identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.

The plan will include the provision that, if at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the City will immediately halt construction and contact Sacramento County EMD. Work will not recommence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of Sacramento County EMD, RWQCB, and DTSC (as applicable). The plan, and obligations to abide by and implement the plan, will be incorporated into the construction and contract specifications of the project (Draft EIR pp. 3.8-12).

Significance after Mitigation

With enforcement Mitigation Measure 3.8-2a and 3.8-2b and adherence to existing hazardous materials regulations, impacts from any existing hazardous materials would be minimized. Preparation of, and compliance with, a Phase II ESA would avoid adverse impacts associated with the construction of a future corporation yard. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment. Mitigation Measure 3.8-2b would establish a hazardous materials contingency plan to address potential soil and groundwater contamination, if discovered during construction activities. This impact would be reduced to a **less-than-significant** level (Draft EIR pp. 3.8-12).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR pp. 3.8-12).

HYDROLOGY**Impact 3.9-1: Short-term construction-related and operational water quality degradation.**

Development of the project site as a future corporation yard could result in water quality degradation from construction activities, as well as from operational sources of water pollutants. This impact would be **potentially significant** (Draft EIR p. 3.9-12 to 3.9-14).

Mitigation Measure 3.9-1: Development of a drainage master plan for the project site.

Prior to final design of a future corporation yard, the City of Folsom will prepare and implement a drainage master plan for the entire project site that includes the following items and shall be consistent with the 2017 “Stormwater Quality Design Manual”:

- ▲ an accurate calculation of pre-project and post-development runoff scenarios, obtained using appropriate engineering methods that accurately evaluate potential changes to runoff, including increased surface runoff;
- ▲ details on onsite detention basin and drainage channel design that are consistent with the requirements of the City of Folsom and provide enough storage to accommodate peak storm events and no increase post-development flows or flood conditions off site;
- ▲ identification of design features that avoid site development from occurring in the 200-year floodplain;
- ▲ implementation of appropriate BMPs to address construction and operational stormwater quality consistent with City requirements;
- ▲ a description of any treatments necessary to protect earthen channels from erosion, and modifications that may be needed to existing underground pipe and culvert capacities;
- ▲ a description of the proposed maintenance program for the onsite drainage system; and
- ▲ a description of the project-specific standards for installing drainage systems (Draft EIR p. 3.9-14 and 3.9-15).

Significance after Mitigation

Implementation of Mitigation Measure 3.9-1 would require that stormwater drainage master planning be prepared for the entire project site as part of future site development. This process would require compliance with City stormwater quality requirements that are tied to its NDPES permit requirements to

protect surface water quality. Thus, implementation of Mitigation Measure 3.9-1 would mitigate this impact to a **less-than-significant** level (Draft EIR p. 3.9-15).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.9-15).

Impact 3.9-3: Alteration of drainage pattern or increase in rate or amount of surface runoff in a manner that would result in substantial erosion or siltation

Future development of the project site could lead to alteration of the drainage pattern of the site. This could result in increased stormwater runoff and an increase in susceptibility to downstream flooding and sediment issues. This would be a **potentially significant** impact (Draft EIR p. 3.9-16).

Mitigation Measure

Implement Mitigation Measure 3.9-1: Development of a drainage master plan for the project site (Draft EIR p. 3.9-16).

Significance after Mitigation

Implementation of Mitigation Measure 3.9-1 would require that stormwater drainage master planning be prepared for the entire project site as part of future site development that would require compliance with City drainage and stormwater quality requirements. Thus, implementation of Mitigation Measure 3.9-1 would mitigate this impact to a **less-than-significant** level (Draft EIR p. 3.9-16).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.9-16).

NOISE

Impact 3.10-4: Long-term operational non-transportation noise levels

The SOIA/annexation area could result in future corporation yard land uses in close proximity to noise-sensitive land uses. Thus, offsite receptors could experience project-generated noise levels that exceed the City's daytime and nighttime noise levels standards. This impact would be **significant** (Draft EIR p. 3.10-22 and 3.10-23).

Mitigation Measure 3.10-4: Reduce noise exposure to existing sensitive receptors from proposed stationary noise sources.

The City shall require the future development of a corporation yard to meet the following noise requirements in the design of the development:

Locate and design the more noise-intensive lands uses and activities so that noise emissions do not exceed the applicable stationary noise source criteria (i.e., exterior daytime [7:00 a.m. to 10:00 p.m.] standards of 50 L_{eq} and 70 L_{max} for receptors within the City, and exterior nighttime [10:00 p.m. to 7:00 a.m.] standards of 45 L_{eq} and 65 L_{max} for receptors within the City.

At the time of approval of special permits and/or development plan review, the City shall conduct a site-specific noise analysis to evaluate design and ensure compliance with City of Folsom noise standards. Reduction of specific noise activities can be achieved by locating activities as far away as

feasible from noise-sensitive land uses, constructing noise barriers between where these activities would take place and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. Final design, location, orientation and use restrictions shall be dictated by findings in the noise analysis and approved by City staff (Draft EIR p. 3.10-23).

Significance after Mitigation

Implementation of Mitigation Measure 3.10-4 would require that the more noise-intensive activities and land uses of the project are oriented, located, and designed in such a way to ensure that stationary noise sources would comply with City of Folsom noise standards for surrounding land uses. Implementation of Mitigation Measure 3.10-4 would reduce predicted noise levels at proposed land uses consistent with City and County noise standards. As a result, this impact would be reduced to a **less-than-significant** level (Draft EIR p. 3.10-23).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.10-23).

TRANSPORTATION

Impact 3.11-1: Impacts to intersection operations

Implementation of the project would add an estimated 83 a.m. peak hour and 31 p.m. peak hour trips to the roadway network in the study area. Based on the traffic modeling and analysis, all study area intersections would operate at acceptable levels of service except for the Scott Road/White Rock Road intersection, which would worsen from LOS D to LOS E in the a.m. peak hour. Because the LOS would degrade from an acceptable level to an unacceptable level, this would be a **significant** impact (Draft EIR p. 3.11-17 to 3.11-19).

Mitigation Measure 3.11-1: Scott Road realignment or improvements to the Scott Road/White Rock Road intersection.

The removal of the Scott Road/White Rock Road intersection is planned as part of the construction of the Capital SouthEast Connector Project, and thus no mitigation is required with implementation of Access Scenario 2 and Access Scenario 3 as discussed in Section 2.6.3. Access Scenario 1 would be implemented should the project be constructed prior to the Capital SouthEast Connector and is the only access option that requires mitigation because it does not assume removal of the Scott Road/White Rock Road intersection. Since any near-term improvements constructed at the Scott Road/White Rock Road intersection would be removed with construction of the Capital SouthEast Connector Project, this EIR identifies two mitigation options. To satisfy Mitigation Measure 3.11-1, the City shall either:

- ▲ Option A: construct the realignment of Scott Road to connect to the Prairie City/White Rock Road intersection. All existing Scott Road traffic traveling through the Scott Road/White Rock Road intersection would instead use the Prairie City Road/White Rock Road intersection; or
- ▲ Option B: construct a westbound left turn pocket at the Scott Road/White Rock Road intersection (Draft EIR p. 3.11-19).

Significance after Mitigation

With implementation of Option A, the existing Scott Road east of the project site (and thus the Scott Road/White Rock Road intersection) would no longer exist. As displayed in Draft EIR Table 3.11-6, routing project traffic and the existing Scott Road traffic through the Prairie City Road/White Rock Road intersection

would result in LOS C operations during both peak hours at this location and would not generate additional impacts to study intersections.

With implementation of Option B, the significant impact at the Scott Road/White Rock Road intersection would be mitigated to less than significant, although the intersection would still operate unacceptably during the PM peak hour. Traffic volumes (and thus operations) at the Prairie City Road/White Rock Road intersection would not change from Existing Plus Project conditions.

With implementation of Mitigation Measure 3.11-1, this impact would be reduced to **less than significant** (Draft EIR p. 3.11-19).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.11-19).

Impact 3.11-5: Construction-related impacts

Project construction may require restricting or redirecting pedestrian, bicycle, and vehicular movements at locations around the site to accommodate construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours. For these reasons, construction traffic impacts would be **potentially significant** (Draft EIR p. 3.11-21).

Mitigation Measure 3.11-5: Preparation and implementation of a construction traffic and parking management plan.

Prior to the beginning of construction or issuance of building permits, the City will prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan will ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- ▲ description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns;
- ▲ description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage;
- ▲ description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control; and
- ▲ description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses (Draft EIR p. 3.11-21 and 3.11-22).

Significance after Mitigation

Construction traffic impacts would be localized and temporary. The City or its contractor would prepare and implement a construction traffic management plan that meets with the approval of the City Traffic Engineer, in accordance with City Code, which would reduce the temporary impact to the degree feasible. For these reasons, construction traffic impacts of the project would be **less than significant** (Draft EIR p. 3.11-22).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 3.11-22).

Cumulative Construction Related Impacts

Construction may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures; however, access to all nearby parcels will be maintained. Heavy vehicles will access the site and may need to be staged for construction. Construction traffic impacts would be localized and temporary; ample staging area would be available to the construction contractor reducing the need for use of streets and other active areas; and the City of Folsom or its contractor would prepare and implement a Construction Traffic Management Plan to reduce the temporary impacts to the degree feasible. These activities could result in degraded roadway operating conditions. Therefore, the impacts would be **cumulatively considerable and significant**.

Mitigation Measure 4-1

Prior to the beginning of construction, the City shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:

- ▲ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns.
- ▲ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage.
- ▲ Description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles and use of manual traffic control.
- ▲ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.

Significance after Mitigation

Construction traffic impacts would be localized and temporary. The City or its contractor would prepare and implement a Construction Traffic Management Plan that meets with the approval of the City Traffic Engineer, in accordance with City Code, which would reduce the temporary impact to the degree feasible. For these reasons, construction traffic impacts of the project would be reduced and the project **would not have a considerable contribution** such that a new significant cumulative construction traffic impact would occur (Draft EIR p. 4-12 to 4-19).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impact identified in the Final EIR (Draft EIR p. 4-11).

5.1.4 Findings Regarding Environmental Impacts not Fully Mitigated to a Level of Less than Significant

The following significant and potentially significant environmental impacts of the proposed project are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact.

Impact 3.1-1: Substantially adversely affect a scenic vista

The project would reduce the barriers preventing future development of the site, which could lead to the construction of a corporation yard within the viewshed of Scott Road and a rerouting of Scott Road. Because this

would alter lands within a scenic vista in a locally designated scenic corridor, this impact would be **significant** (Draft EIR p. 3.1-10).

Mitigation Measure 3.1-1: Design future corporation yard to soften visual impact.

At the time the City proceeds with development of the site, the City will coordinate with Sacramento County to review design plans to ensure that appropriate landscaping and other best management practices (natural or naturally-colored building materials, berms, trees, attractive fencing, etc.) that can screen and soften views of corporation yard development to travelers along Scott Road to the degree feasible. At a minimum, the City will demonstrate how design measures were considered and determined to be feasible/infeasible based onsite conditions (Draft EIR p. 3.1-10).

Significance after Mitigation

Complying with Mitigation Measure 3.1-1 would require the City soften the visual impact of the corporation yard development to the degree feasible. However, it is unknown whether specific design measures are available that could minimize the impact to a less-than-significant level. Because the scenic vista would be irretrievably changed even with implementation of mitigation, the impact would remain **significant and unavoidable** (Draft EIR p. 3.1-10).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 3.1-10).

Impact 3.1-2: Substantially degrade the existing visual character or quality of the site and its surroundings.

The project would change the existing views on the site from open space grasslands to a more industrial setting. Future construction onsite would cause the removal of grasslands and of trees and introduce urban development in an area which is generally natural and could degrade the visual character or quality of the site. This impact would be **potentially significant** (Draft EIR p. 3.1-11).

Mitigation Measure

Implement Mitigation Measure 3.1-1 (Draft EIR p. 3.1-10).

Significance after Mitigation

Complying with Mitigation Measure 3.1-1 would require soften the visual impact of the corporation yard development to the degree feasible. However, it is unknown whether specific design measures are available and that could minimize the impact to a less-than-significant level. Because the visual character and quality of the site would be irretrievably changed even with implementation of mitigation, the impact would be **significant and unavoidable** (Draft EIR p. 3.1-11).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 3.1-11).

Impact 3.1-3: Create new source of light or glare

The project would lead to the construction of urban buildings on the site. While the City has a policy reduce light and glare impacts offsite, no specific measures are included that would ensure lighting from the site would not trespass to offsite areas and adversely affect travelers and future neighbors of approved developments. This impact would be **potentially significant** (Draft EIR p. 3.1-11)

Mitigation Measure 3.1-3a: Conform to Construction Lighting Standards.

The City shall limit construction to daylight hours to the extent possible. If nighttime lighting or construction is necessary, the City shall ensure that unshielded lights, reflectors, or spotlights would not be directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, the City shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts (Draft EIR p. 3.1-12).

Mitigation Measure 3.1-3b: Design development to reduce lighting and glare.

The City shall design the lighting at the project site to include the following minimum requirements:

- ▲ outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties; and
- ▲ flood or spot lamps installed shall be aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any offsite residential property or public roadway (Draft EIR p. 3.1-12).

Significance after Mitigation

Complying with Mitigation Measure 3.1-3a and 3.1-3b would reduce potential glare and adverse effects related to lighting. However, development would still require lighting for security and other purposes that would expand the footprint of suburban lighting conditions associated with the City. This would contribute to skyglow. Further, compliance with lighting best management practices would not necessarily eliminate glare in all circumstances. There is no additional feasible mitigation to completely offset this impact. Thus, impacts have been determined to be **significant and unavoidable** (Draft EIR p. 3.1-12).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 3.1-12).

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

The project site is categorized as farmland and the conversion of this land to a nonagricultural use would be considered a **significant** impact (Draft EIR p. 3.12-12).

Mitigation Measure 3.2-1: Farmland preservation.

Consistent with Sacramento County General Plan Policy AG-5, the City will provide in-kind or similar resource value protection for land similar to the project site. This protection may consist of the establishment of farmland easements, or other similar mechanism and shall be implemented prior to issuance of the first grading permit for development (Draft EIR p. 3.12-12).

Significance after Mitigation

While implementation of Mitigation Measure 3.2-1 could reduce the impact on farmland by preserving forever a similar acreage and type of farmland, once farmland is removed through development, it is irretrievably lost to future generations. Therefore, the impact would remain **significant and unavoidable** (Draft EIR p. 3.12-12).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 3.1-12).

Impact 3.4-2: Disturbance to or loss of special-status wildlife species and habitat

Future development of the proposed SOIA/annexation area could adversely affect several special-status wildlife species, including amphibians, nesting birds, mammals, and invertebrates. Future development activities such as ground disturbance and vegetation removal, as well as overall conversion of habitat to urban uses, could result in the disturbance or loss of individuals and reduced breeding productivity of these species. Special-status wildlife species are protected under ESA, CESA, California Fish and Game Code, CEQA, or other regulations. The loss of special-status wildlife species and their habitat would be a **potentially significant impact** (Draft EIR p. 3.4-19).

Mitigation Measure 3.4-2d: Mitigation for loss of Swainson's hawk foraging habitat.

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

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

- ▲ Prior to any site disturbance, such as clearing or grubbing, the issuance of any permits for grading, building, or other site improvements, or recordation of a final map, whichever occurs first, the project applicant shall acquire suitable Swainson's hawk foraging habitat as determined by CDFW and approved by the County.
- ▲ The project applicant shall preserve through conservation easement(s) or fee title one acre of similar habitat for each acre affected.
- ▲ The project applicant shall transfer said easement(s) or title to the County, CDFW, and a third-party conservation organization as acceptable to the County and CDFW. The County may, at its discretion, waive the requirement for a third-party conservation organization to be party to the easement or fee title. Such third-party conservation organizations shall be characterized by non-profit 5019(c)(3) status with the Internal Revenue Service and be acceptable to both the County and CDFW (Draft EIR p. 3.4-23)

Significance after Mitigation

Implementing Mitigation Measure 3.4-2d would reduce impacts on Swainson's hawk foraging habitat, but not to a less-than-significant level. Approximately 41.5 acres of suitable foraging habitat within the project site would be converted to urban uses for the Folsom Corporation Yard and Scott Road realignment. Development within the region surrounding the project site has resulted in widespread loss of foraging habitat for Swainson's hawk because of conversion of grassland and agricultural habitats. While loss of foraging habitat within the project site would be mitigated at a 1:1 ratio, no new lands would be created;

therefore, any loss of foraging habitat would result in **significant and unavoidable** impacts to local nesting Swainson's hawks (Draft EIR p. 3.4-23).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 3.4-23).

Impact 3.6-2: Demand for energy services and facilities

Electrical and natural gas infrastructure would need to be extended by SMUD and PG&E to meet the energy needs of the development of the future corporation yard. If determined to be necessary, offsite improvements to electrical and natural gas facilities would be the responsibility of the utility and would be analyzed by the utility provider under separate environmental review. Neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any electrical or natural gas facility improvements. Furthermore, the project may result in encroachment onto SMUD's transmission easements. This impact would be **potentially significant** (Draft EIR pp. 3.6-12 and 3.6-13).

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

Prior to construction, the City of Folsom will work with SMUD through the connection process, electric service requirements, and encroachment requests for SMUD-owned transmission line easements, including overhead and/or underground transmission and distribution line easements. The City of Folsom will continue to coordinate with SMUD on potential impacts from offsite sub-transmission or distribution facility improvements (Draft EIR p. 3.6-13, Final EIR p. 3-8).

Significance after Mitigation

Implementation of Mitigation Measure 3.6-2 would address potential encroachment onto SMUD's transmission easement by obtaining consent through the approval process of encroachment requests. However, the impacts of construction or operation of offsite improvements, if required, could result in significant environmental effects that cannot be determined at this time. Neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation these improvements. Therefore, the potential impact of constructing new or expanded electrical or natural gas facilities to serve development of the future corporation yard would be **significant and unavoidable** (Draft EIR p. 3.6-13).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 3.6-13).

Impact 3.10-1: Construction-generated noise

Short-term construction-generated noise levels associated with the future development of the SOIA/annexation area could expose nearby noise-sensitive receptors to noise levels that exceed applicable local standards. If construction activity were to occur during more noise-sensitive nighttime hours it could result in annoyance and sleep disruption to occupants of nearby residential land uses and substantial periodic increases in ambient noise levels. This would be a **significant impact** (Draft EIR p. 3.10-17).

Mitigation Measure 3.10-1a: Implement construction-noise reduction measures.

To minimize noise levels during nighttime construction activities, the City and their construction contractors will comply with the following measures during all nighttime construction work:

- ▲ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer's recommendations. Equipment engine shrouds shall be closed during equipment operation.
- ▲ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off site instead of on site) where feasible and consistent with building codes and other applicable laws and regulations.
- ▲ To the maximum extent feasible, construction activity shall take place within the City of Folsom construction noise exemption timeframes (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday) (Draft EIR p. 3.10-19).

Mitigation Measure 3.10-1b: Implement construction-noise reduction measures during noise-sensitive time periods.

At the time of construction, the City of Folsom will comply with the following construction noise requirements:

For all construction activity that would take place outside of the City of Folsom construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday), and that is anticipated to generate noise levels that exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12), the City will require their construction contractors to comply with the following measures:

- ▲ Implement noticing to adjacent landowners at least one week in advance if construction activity would take place outside of the City of Folsom's construction noise exemption timeframe when located adjacent to residential uses (i.e., 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday, as identified in the City of Folsom Code), and is anticipated to exceed the City of Folsom nighttime exterior noise standards for sensitive receptors (Table 3.10-11/3.9-12).
- ▲ Install temporary noise curtains as close as feasible to noise-generating activity and that blocks the direct line of sight between the noise source and the nearest noise-sensitive receptor(s). Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot.
- ▲ Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors).
- ▲ Operate heavy-duty construction equipment at the lowest operating power possible (Draft EIR p. 3.10-19).

Significance after Mitigation

Implementation of mitigation measures 3.10-1a and 3.10-1b would provide substantial reductions in daytime and nighttime construction noise levels by ensuring proper equipment use; locating equipment away from sensitive land uses; and requiring the use of enclosures, shields, and noise curtains. However, construction activities could occur in close proximity to residential uses to the north of the project site (within 250 feet). Although noise reduction would be achieved with implementation of mitigation measures 3.10-1a

and 3.10-1b, reductions of up to 29 dBA would be required during some of the more intensive nighttime construction (e.g., during the most noise-intensive construction periods) to comply with the City nighttime exterior standards of 45 L_{eq} and 65 L_{max} . Reductions of this magnitude may not be achievable under all circumstances with implementation of Mitigation Measures 3.10-1a and 3.10-1b. Therefore, this impact would be **significant and unavoidable** (Draft EIR pp. 3.10-19 and 3.10-20).

Finding on Proposed Mitigation

The City of Folsom finds that, with implementation of the above mitigation measures, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measures do not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 3.10-20).

5.1.5 Findings Related to Cumulative Impacts

The following cumulatively significant and potentially significant environmental impacts of the project are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact. The City of Folsom finds that the project's environmental, economic, social, and other benefits outweigh and override the significant adverse cumulative impacts related to change in the environment. The City of Folsom hereby elects to approve the project due to overriding considerations as set forth below in the Section 7, *Statement of Overriding Considerations*, below.

Please refer to Chapter 4, *Cumulative Impacts*, of the Draft EIR for a comprehensive discussion of cumulative impacts.

AESTHETICS

The visual resources cumulative setting consists of the existing rural visual character of the area south of U.S. Highway 50 and in greater Sacramento County and urban development north of U.S. Highway 50 and west towards Rancho Cordova and east into El Dorado County. The existing and projected future urban development in the cities of Folsom, Rancho Cordova, Sacramento, Sacramento County, and El Dorado County is expected to further contribute to the cumulative conversion of open space and agricultural areas to suburban uses and new lighting and glare sources. This cumulative impact would be significant.

Future development of the SOIA/annexation area would alter the existing visual landscape characteristics of the 58 acres of the project area from open space/grazing and grasslands to industrial uses (buildings, parking, and landscaping). This would substantially alter public views of the SOIA/annexation area from public roadways and the nearby SVRA and would also introduce new sources of lighting and glare. The project would contribute to the regional loss of open space and agricultural lands because of development in the City of Folsom, City of Rancho Cordova, and Sacramento County (based on the plans identified in Table 4-2). Cumulatively, the loss of open space as an aesthetic feature would be a significant impact.

While Mitigation Measures 3.1-1, 3.1-2, and 3.1-3 would address screening future development, and reducing potential negative effects of light and glare, the project would ultimately result in the conversion of open space land and further contribute to regional losses of this visual resource and contribute to skyglow impacts. The project's contribution to cumulative impacts related to loss of a scenic vista, visual character, and skyglow are considered **cumulatively considerable and significant and unavoidable** (Draft EIR p. 4-4).

Finding

The City of Folsom finds that, with implementation of the above mitigation measures, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measures do not reduce the

potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 4-4).

AGRICULTURE AND FORESTRY

Development in the Sacramento region along with implementation of the City of Folsom General Plan (including the FPASP) and the Sacramento County General Plan would result in the continued loss of farmland in the region. The Sacramento County General Plan EIR identified that implementation of General Plan planned land uses would result in the loss of up to 8,867 acres of designated farmland (Sacramento County 2010:1-7). This cumulative impact would be significant. However, the project site does not contain Important Farmland. Therefore, the project does not contribute to this cumulative condition.

From 1988 to 2016, Sacramento County has lost 64,260 acres of agricultural land (FMMP 2017). This accounts for 18 percent of Sacramento County's farmland. This is a significant cumulative impact. The conversion of 58 acres to non-agricultural uses would contribute to this cumulative impact. As discussed in Section 3.2, *Agriculture and Forestry Resources*, approximately 50 acres of the site qualify as "prime agricultural land" as defined under Section 56064 of the Cortese-Knox-Hertzberg Local Government Reorganization Act. Sacramento County. The conversion of farmland would be relatively small in the context of the county's entire agricultural land base (0.02 percent) and would not cause a substantial reduction in the county's total agricultural production. However, the conversion of agricultural land would contribute to the incremental decline of farmland the county and would result in the irreversible conversion of this agricultural land. In addition, future development of the SOIA/annexation area could adversely affect nearby agricultural uses and result in the conversion of adjacent agricultural lands. The project's contribution would be cumulatively considerable.

Implementation of Mitigation Measure 3.2-1 would assist in reducing the project's contribution to this cumulative impact. However, these mitigation measures would not create new farmland to replace farmland that could be lost. There is no additional feasible mitigation available. Thus, the project's contribution would remain **cumulatively considerable and significant and unavoidable** (Draft EIR p. 4-4 and 4-5).

Finding

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 4-5).

AIR QUALITY

Toxic Air Contaminants

The future corporation yard does not include the addition of any new sensitive receptors so this impact addresses TAC sources associated with operation of the new and relocated corporation yard. As identified in Section 3.3, *Air Quality*, operation of the conceptual land use plan could result in new sources of toxic air contaminants (TACs) associated with increase in heavy-duty truck trips (i.e., diesel exhaust) on City roads, diesel exhaust emissions associated with daily operational activities at the corporation yard (e.g., loading, unloading, idling, fueling). Guidance from SMAQMD's Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways and CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors should not be placed within 500 feet of freeways or urban streets with traffic volumes that exceed 100,000 vehicles per day or rural roads with 50,000 vehicles per day. As described in Section 3.11, *Transportation and Circulation*, the project would generate approximately 937 ADT (i.e., new TAC sources) that travel on the surrounding roadway network, and therefore; would not be

considered a substantial increase in mobile-source TACs. CARB's *Air Quality and Land Use Handbook* recommends that new sensitive receptors not be placed within 1,000 feet of a distribution center that accommodates more than 100 trucks per day. Although no existing offsite residential receptors are located within 1,000 feet of the future corporation yard, there are proposed residential receptors located 245 feet north of the future corporation yard. Diesel PM-generating trucks loading/unloading and idling at the future corporation yard could potentially expose future sensitive receptors to increased TAC emissions. However, diesel PM-generating trucks loading/unloading and idling at the future corporation yard could expose new sensitive receptors to increased TAC emissions, thus resulting in an incremental increase in cancer risk that exceeds 10 in one million and/or a hazard index of 1.0 or greater. Implementation of Mitigation Measure 3.3-1 would assist in minimizing exposure of sensitive receptors to TAC emissions generated by the future corporation yard. Although the future corporation yard would reduce TAC emissions to the extent feasible, long-term emission reductions cannot be quantified or verified, and the possibility remains that emissions may not be reduced to a less than significant level into perpetuity. Operation of the future corporation yard may contribute to the nonattainment status of the region and may conflict with CAAQS and NAAQS. Thus, the project's contribution to cumulative operational TAC concentrations is considered **cumulatively considerable and significant and unavoidable** (Draft EIR p. 4-5 and 4-6).

Finding

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 4-6).

BIOLOGICAL RESOURCES

The SOIA/annexation area is bounded to the south and west by open grassland habitat; however, over the past 10 to 15 years, significant urban and suburban development have taken place north and east of the SOIA/annexation area. The overall trend of urban and suburban development, roadway construction and widening, and conversion of existing grassland habitat, will continue throughout the region within the vicinity of the project. Impacts to special-status plant and wildlife species, and sensitive natural communities, from these projects in the region would be the same as those described in Section 3.4, *Biological Resources*, of this EIR. This cumulative impact would be significant.

All potential cumulative projects within must comply with federal, state, and local regulations, including ESA, CESA, CWA, and CEQA regarding listed or other protected species and habitats. Potential impacts to special-status plants, special-status wildlife, and sensitive natural communities will require mitigation to reduce project impacts to a less-than-significant level. Implementation of the SSHCP, if adopted, would provide habitat conservation and avoidance and minimization measures to preserve biological diversity and provide a framework for development that would not likely jeopardize the continued existence of covered species. The SSHCP would reduce site-specific and cumulative impacts of development by replacing project-by-project mitigation with comprehensive, long-term strategies for conserving, protecting, and maintaining viable populations of covered species and natural habitats.

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

reduce wildlife species' ability to persist within this habitat, including special-status species like Swainson's hawk. (Draft EIR p. 4-6 and 4-7).

Mitigation Measure 4-2: Cumulative Biological Resource Impacts

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

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

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

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

Prior to the approval and construction of any developed uses on the SOIA/annexation project site following adoption of the SSHCP, the City of Folsom shall coordinate with CDFW regarding acquisition of mitigation lands, as described in Mitigation Measures 3.4-1, 3.4-2b, 3.4-2d, and 3.4-2f. CDFW, one of the SSHCP's Permitting Agencies and a member of the SSHCP's Technical Advisory Committee, would review any property acquisition proposal. During this review, CDFW would have an opportunity to assess whether acquisition would meet targeted SSCHP objectives and preserve acquisition criteria. CDFW would evaluate the consistency of Mitigation Measures 3.4-1 through 3.4-3 with the avoidance, minimization, and mitigation measures for covered species described in the draft SSHCP (Final EIR, pp. 3-6, 3-7).

However, while the project would implement mitigation measures that would offset impacts to the extent possible, the project's contribution would be **cumulatively considerable and significant and unavoidable** (Draft EIR p. 4-7, Final EIR p. 3-7).

Finding

The City of Folsom finds that, with implementation of the above mitigation measures, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant

environmental impact identified in the Final EIR. While the above mitigation measures do not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 4-4).

ENERGY

The geographic area considered for cumulative impacts related to energy use includes the service areas for the Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric (PG&E). SMUD and PG&E employs various programs and mechanisms to support provision of these services to new development; various utilities charge connection fees and re-coup costs of new infrastructure through standard billings for services.

The City's corporation yard operations are currently split among multiple sites, and the existing sites cannot meet current and projected City corporation yard requirements. Existing yard operations are housed in older buildings which are poorly configured and inadequately sized for current needs, resulting in many operating inefficiencies. The new corporation yard is necessary for City department needs. However, the future corporation yard would increase electricity and natural gas consumption in the region. The future corporation yard would require construction of new utility connections. Development of the future corporation yard would increase electricity and natural gas consumption at the site. Thus, the project's contribution to cumulative energy use **would be cumulatively considerable**.

Implementation of Mitigation Measure 3.7-1 provided in Section 3.7, *Greenhouse Gas Emissions and Climate Change*, would further improve the energy efficiency of the future corporation yard through construction reductions, site design features, and potential changes to renewable fuels. Implementation of the Mitigation Measure 3.7-1 would improve operational and transportation energy efficiency of the future corporation yard that would ensure that the future corporation yard's energy consumption would not be considered wasteful, inefficient, or unnecessary. For these reasons, impacts of the project would be reduced and the project **would not have a considerable contribution** such that a new significant cumulative energy impact would occur (Draft EIR p. 4-8).

Finding

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 4-6).

Energy Infrastructure

Development of the future corporation yard would increase electricity and natural gas consumption and require new utility connections. Several power lines and towers run through the property; however, no utilities (e.g., natural gas and electricity) are located on site.

The Public Utilities Commission obligates SMUD and PG&E to maintain the capacity to provide energy to planned developments. Therefore, SMUD and PG&E would review final development plans once submitted and would determine infrastructure connection specifics at that time. Specific energy demand would be calculated in coordination with SMUD and PG&E to ensure that the future corporation yard is adequately served. If offsite infrastructure is needed, the potential environmental effects of any new or expanded offsite utilities would be considered by the utility provider through separate CEQA review. The physical environmental impacts from construction or operation of offsite improvements could remain significant after implementation of mitigation (i.e., significant and unavoidable), or no feasible mitigation may be available to fully reduce impacts to a less-than-significant level as it is unknown at this time what the extent of these impacts may be. However, offsite transmission facilities were considered as part of the FPASP EIR/EIS and generally contemplated that pole-mounted transmission lines would be located along the northern boundary

of White Rock Road near the project site. The impacts of construction of these improvements were evaluated in the FPASP EIR/EIS. However, SMUD has not prepared final designs of this alignment to determine whether changes would be required. Further, neither LAFCo nor the City of Folsom would have control over the approval, timing, or implementation of any facility improvements. The future corporation yard would contribute to the need for new/expanded energy infrastructure that could result in significant environmental impacts. Therefore, the future corporation yard's contribution would be **cumulatively considerable and significant and unavoidable** (Draft EIR p. 4-8 and 4-9).

Finding

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 4-9).

NOISE AND VIBRATION

Construction Noise

The nature of construction noise effects are such that project-related construction activities would have to occur simultaneously and near those of other projects for a cumulative effect to occur. It is not anticipated that construction would occur on any of the land directly surrounding the project site to the east, west, and south. However, development is planned directly north of the project site (Folsom Plan Area Specific Plan [FPASP]) and could potentially occur concurrently with construction at the SOIA/annexation area.

The portion of the FPASP area, directly north of the project site is the Alder Creek development area which will consist of single-family, multi-family, commercial, and open space land uses. The Alder Creek development area could be constructed prior to the remainder of the FPASP area. Therefore, if sensitive receptors within the Alder Creek development were developed and present, construction of other FPASP areas adjacent to the Alder Creek development could potentially occur concurrently with construction at the SOIA/annexation area. Therefore, sensitive receptors within the Alder Creek development area could potentially be exposed to construction noise from both sites and a potentially significant cumulative construction noise impact could occur.

Construction of the project would generate noise localized to the project site, and when combined with other nearby future construction activities could result in sensitive receptors located in the City of Folsom experiencing construction-generated noise levels that exceed the City of Folsom daytime and nighttime exterior noise standards of 50 $L_{eq}/70 L_{max}$ and 45 $L_{eq}/65 L_{max}$, respectively (see Table 3.9-11/3.9-12). Section 8.42.060 of the City of Folsom Code exempts project construction associated noise during the timeframe of 7:00 a.m. and 6:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m., Saturday and Sunday. However, it is possible that certain construction activities on the sites would need to occur during the non-exempt and more noise-sensitive nighttime hours at both sites. As such, if construction-noise at the project were to occur concurrently with future construction activities located at nearby development, the project could combine and result in a **considerable contribution to a potentially significant and unavoidable cumulative impact** (Draft EIR p. 4-10 and 4-11).

Finding

The City of Folsom finds that, with implementation of the above mitigation measure, changes or alterations have been required in, or incorporated into, the project that substantially lessen the significant environmental impact identified in the Final EIR. While the above mitigation measure does not reduce the potential impact to less than significant, the specific economic, legal, social, technological, or other considerations as discussed below, in Section 7, *Statement of Overriding Considerations*, make another alternative to the project infeasible (Draft EIR p. 4-11).

5.2 MITIGATION MONITORING

An MMRP was prepared for the project per CEQA Guidelines Section 15097. LAFCo and the City of Folsom will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period.

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENT EFFECTS

Chapter 7, *Other CEQA Considerations*, of the Draft EIR examines “significant irreversible environmental changes” pursuant to Section 15126.2(c) of the CEQA Guidelines.

CEQA requires that EIRs assess whether the project would result in significant irreversible changes to the physical environment. The State CEQA Guidelines discuss three categories of significant irreversible changes that should be considered. Each is addressed below.

- ▲ **Changes in Land Use Which Commit Future Generations** – while the SOIA/annexation would not include physical development, the change to land use designation, zoning, and jurisdiction would remove barriers to future development. This project would commit future generations to a change in land use that, once developed, would be a permanent change.
- ▲ **Irreversible Damage from Environmental Accidents** – a future corporation yard, resulting from approval of the SOIA/annexation, would include the use of hazardous materials, including fuel. However, as described in Draft EIR Section 3.8, *Hazards and Hazardous Materials*, the City would comply with all regulations regarding the handling of hazardous materials.
- ▲ **Consumption of Nonrenewable Resources** – the development of the SOIA/annexation area would result in conversion of agricultural land and consumption of fossil fuels and other non-renewable or slowly renewable resources through the operation of vehicles and equipment for site grading and construction activities and additional electricity, water, and natural gas demand following development of a corporation yard. Please see Draft EIR Section 3.6, *Energy*, regarding energy demands of future development of the SOIA/annexation area (Draft EIR p. 7-2 and 7-3).

5.4 GROWTH INDUCEMENT

Approval of the SOIA, general plan amendment, annexation, and prezone (SOIA/annexation) would remove obstacles to the future development of the site as a City of Folsom corporation yard. While this project would not approve specific development, it anticipates that a future corporation yard would be located at this site if the project is approved. The corporation yard would not directly induce growth as a future corporation yard would not include any housing units. In addition, while the corporation yard would provide a job site for City employees, it would not provide jobs unique to this site. The City already employs workers for all City activities and roles that would be required at the proposed corporation yard, and these employees will work at the future corporation yard site instead of the current location. While the City anticipates that employment at the future corporation yard buildout would be greater than the current employment numbers, these jobs are not a direct or indirect result of relocating and building a new corporation yard.

Employment at the corporation yard is linked to growth of the City in general and is a necessary outcome of carefully-planned growth in the City of Folsom. As the City continues to build out, more employees would be needed to serve additional population and additional areas in the City. The proposed corporation yard would remove some barriers to growth as the City does not currently have enough space in the current corporation yard to provide for all the services needed for the anticipated future growth in the City. The City has placed conditions on some of FPASP development’s tentative maps and development agreements that require

there be substantial progress on the annexation of the Folsom Corporation Yard SOIA/annexation project prior to final map approvals. The probable environmental impacts of the growth in the FPASP area have already been analyzed in the *Folsom South of U.S. 50 Specific Plan Project EIR/EIS* (2011) (Draft EIR p. 7-1 and 7-2).

6 PROJECT ALTERNATIVES

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, whether there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA.

As noted under the heading *Findings Required under CEQA*, an alternative may be “infeasible” if it fails to achieve the lead agency’s underlying goals and objectives with respect to the project. Thus, “feasibility” under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors” of a project (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 401, 417).

6.1 ALTERNATIVES CONSIDERED BUT ULTIMATELY REJECTED

The City of Folsom has documented its needs for a new corporation yard location is needed to meet long-term growth needs (as described in Draft EIR Chapter 2, *Project Description*). During the last 10 years, the City has considered and rejected a variety of alternative locations. The following provides a description of the locations considered and rejected because of their lack of feasibility.

6.1.1 Alternative Sites Located Within the City Boundaries

The City, north of U.S. Highway 50, has few vacant parcels that are appropriately zoned to allow for a corporation yard. A corporation yard is allowed on land that is zoned either M-1, Light Industrial, or M-2, General Industrial. In a November 2017 analysis of all non-residential land, the City found 33 parcels with some development capacity (Johnson, pers. comm., 2017). Of these, only three were zoned either M-1 or M-2. Exhibits 5-1, 5-2, and 5-3 in the Draft EIR show the locations of each of these parcels. The parcels zoned for industrial were shown to be infeasible because of the size of the parcel (too small), the proximity to noncompatible uses (too close to residential uses), or proximity to important environmental resources. Because of these reasons, the three sites were considered but were found to not be feasible alternatives to the proposed site and, therefore, were rejected from further evaluation.

The City also considered whether there were potential sites within the FPASP area (south of U.S. Highway 50). The FPASP includes two land use designations—Industrial / Office Park (IND/OP) and Public/Quasi-Public (PQP)—that were considered for use for a corporation yard. While IND/OP could be zoned as M-1, per Table A.7 of the FPASP, the IND/OP designation does not allow for outdoor storage or vehicle repair and maintenance uses. The City estimates that, at buildout, it would need approximately 858,000 square feet of uncovered exterior space and 117,000 square feet of covered exterior space for corporation yard operations (Draft EIR Table 2-2). Therefore, land designated as IND/OP is not appropriate for corporation yard use.

The PQP designation allows for corporation yard uses, including outdoor storage and city maintenance yards (Table A.13 of the FPASP). There are 14 sites designated for PQP uses (Draft EIR Table 5-1). The larger sites of PQP-designated land are reserved for public schools. The Folsom Cordova Unified School District has reviewed and approved the school locations, and changing the use to a City corporation yard would not be

an acceptable change to the Folsom Cordova Unified School District and would negatively impact future residential developments in the approved FPASP. These school sites were required by the school district to meet their mandatory requirements for adequate service and to meet the objective to “[p]rovide a combined high school/middle school and the appropriate elementary schools [within the FPASP area] sufficient to meet the needs of the [FPASP development]” (Folsom 2011). Following adoption of the FPASP, the Folsom Cordova Unified School District requested and approved changing the combined high school/middle school site to two separate sites (FCUSD 2018).

Out of the 14 PQP sites in the FPASP, seven are not school sites; however, these seven sites would not be of a sufficient size to accommodate a corporation yard use. In addition, as shown on Draft EIR Exhibit 5-4, the PQP sites are all located very close to land that is designated for residential use. This would not meet the project objectives of removing land use conflicts.

City staff also considered whether land not currently designated for PQP could be redesignated for a corporation yard use. Because of the mixed-use nature of the FPASP area, many of the parcels which would be large enough to accommodate a corporation yard use are too close to residentially-designated properties to be suitable for use as a corporation yard. In addition, the City Council found that approval of the FPASP with a mix of uses (that did not include a corporation yard site) would support job creation and generate public revenues. In planning the FPASP area, the City had the objective of “[g]enerat[ing] positive fiscal impacts for the City through development within the [FPASP]” (Folsom 2011).

The City entered into development agreements with all landowners once the FPASP was approved that exclude the City from developing a corporation yard within the FPASP area. Even if the City and landowners were to renegotiate those agreements, land that could be redesignated would either be too close to residential properties or would reduce land dedicated to job-generating, educational, and community uses. For these reasons, no feasible alternative site was found within the FPASP area.

6.1.2 Alternative Sites Located Outside the City Boundaries

The City evaluated the suitability of several locations outside of the City boundaries. Two of these sites are mapped in the Draft EIR (Draft EIR Exhibits 5-5 and 5-6, Locations 4 and 5) and are located to the west of Prairie City Road and adjacent to White Rock Road.

The primary concerns identified regarding these sites include; distance to day-to-day operations, access limitations, environmental constraints, distance to utility connections, and topography. For reference, the alternative sites are approximately 1.7 miles further to the west of the Project site and approximately 7.2 miles from City Hall. This distance is significant considering the City’s ability to provide timely customer service to all City residents and customers, increased vehicle operation and maintenance costs, and increased labor costs. Over the 50+ year anticipated life of the new corporation yard (which could be even longer), the increased distance places a significant lifecycle expense burden on the City. This site is also farther from existing sewer and water infrastructure and would cost significantly more to extend service to this site (Nugen, pers. comm., 2017).

Access to these sites is limited as well. The two sites are adjacent to White Rock Road; however, both sites are restricted to right-in, right-out movements which would necessitate vehicles to drive further to the west to make a U-turn at the next signal. Additionally, the existing signal to the west would need enhancements to allow larger vehicles to complete a U-turn movement. To make these sites viable, a signalized intersection would need to be constructed at a considerable expense and additional environmental impact. Because this area of White Rock Road is part of the planned future SouthEast Connector, it is unlikely the Capital SouthEast Connector JPA would permit adding additional signals along this section of White Rock Road. Therefore, these locations could result in potentially significant traffic safety issues.

An additional concern is the topography of the sites. The northern site (Location 4) is approximately 45 acres; however, only the southerly 14.5 acres are usable without substantial grading of the parcel. There is a significant elevation difference with mine tailings on the northern side of the parcel, which would be required to be removed from the site and would result in substantial soil and rock exportation from the site. There is also a large grove of trees that would need to be removed and potentially mitigated.

The southern site is approximately 170 acres and there appears to be a very large stock pond on the northern portion of the site and several active groundwater monitoring wells on the parcel. The groundwater monitoring wells are associated with previous activities at Aerojet and could indicate the presence of contaminated soil and/or groundwater.

Given the distance away from the city limits and significant issues associated with site access, topography, environmental concerns, increased operation and maintenance expenses, as well as the overall usability of these sites and the inability of meeting the project objectives of locating the new corporation yard within the City boundaries and implementing the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, these alternative locations would not be viable alternative options for a future corporation yard and were rejected from further consideration.

The City considered selecting an area that would be within the County's Urban Services Boundary (USB) and adjacent to the City boundary (Location 6, Draft EIR Exhibit 5-7). As described in the Phase 1 ESA for the project site (Appendix C), Location 6 is between the city boundaries of Rancho Cordova and Folsom. Much of this area is part of the Aerojet Superfund Site and is part of a multi-year remediation effort associated with environmental contamination. As such, this area is not suitable for City use and was not considered further.

Additionally, the City also considered an alternative configuration on the current project site (Draft EIR Exhibit 5-8). While this configuration would include a smaller footprint than the project site, it would not be contiguous with city limits and would not be consistent with LAFCo's mandate to ensure logical and orderly growth. Accordingly, this alternative would not be viable and was rejected from further consideration.

6.2 ALTERNATIVES CONSIDERED IN THE EIR

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

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

Alternative 1 would reduce the following impacts:

- ▲ **Aesthetics** – The No Project Alternative would continue limited grazing uses at the site and would retain the existing visual character and lighting conditions of the area. While project impacts to the visual character and lighting/glare conditions of the area are significant and unavoidable under project and cumulative conditions, this impact would be avoided under the No Project Alternative. In addition, the No Project Alternative would not include significant and unavoidable impacts to a scenic vista in a local scenic corridor (Scott Road). The footprint of existing yard facilities would remain unchanged and the same types of activities would occur at these sites. No substantial changes to views of existing yard

facilities would occur and impacts would be less-than-significant. Therefore, the aesthetic impacts of the No Project Alternative would be less (Draft EIR p. 5-19).

- ▲ **Agriculture and Forestry Resources** – The No Project Alternative would continue existing conditions at the site and no development would occur. While the project would result in the significant and unavoidable impacts under project and cumulative conditions for loss of grazing land outside the USB (per Sacramento County policy) and prime agricultural land defined by LAFCo, this alternative would not result in the conversion of any agricultural lands. The footprint of existing yard facilities would remain unchanged and no agricultural or forestry land would be altered under this alternative and impacts would be less-than-significant. Overall, the agricultural resource impacts of the No Project Alternative would be less (Draft EIR p. 5-19).
- ▲ **Energy** – If the SOIA/annexation is approved, a future corporation yard would be built under the most current standards regarding energy efficiency. In addition, Mitigation Measure 3.7-1 would require the City to improve the energy efficiency of a future corporation yard through construction reductions and replacement of diesel-fueled heavy-duty vehicles with renewable natural gas or renewable diesel-fueled vehicles, replacement of gasoline-fueled passenger vehicles with electric vehicles, and installation of onsite renewable energy. Under the No Project Alternative, the existing corporation yard facilities are not built to be to the same energy efficient standards that would occur under the project and fleet vehicles would continue to burn nonrenewable fuels. Accordingly, even though the City plans to replace fleet vehicles with more energy-efficient vehicles in the future whether or not a new corporation yard is built, the project (to be built with the latest energy efficiency measures) would be more energy efficient than the No Project Alternative.

The No Project Alternative would not require the extension of offsite energy infrastructure that would result in significant and unavoidable impacts for the project. While small expansions of existing yard facilities or satellite facilities may occur under this alternative, because these areas are located in the urban core of the City it is anticipated that sufficient energy infrastructure connections would be available without the need for offsite impacts. Overall, energy impacts of the No Project Alternative would be less (Draft EIR p. 5-20).

- ▲ **Hazards and Hazardous Materials** – Under the No Project Alternative, there would not be the potential to expose residents to sources of contamination from site development. While mitigation is available to reduce project hazards to a less-than-significant level, these impacts would be avoided under the No Project Alternative. Therefore, the construction-related hazards and hazardous impacts of the No Project Alternative would be less (Draft EIR p. 5-20).
- ▲ **Utilities and Service Systems** – Under the No Project Alternative, construction of additional utility infrastructure would not be required because the City would not need to extend utilities to the project site. However, the City would need to continue to expand its services to meet the demands of existing and projected future growth with the City. This expansion could come from staging additional vehicles and equipment at existing yards and/or constructing small satellite yards to meet demand. Presumably, sites within the City would already have nearby utilities available. Therefore, the utilities and service systems impacts of the No Project Alternative would be less than those that would occur with the project (Draft EIR p. 5-21).

Although all impacts would be reduced with the reduced extent of development under Alternative 1, it would not avoid the following significant and unavoidable impacts:

- ▲ **Biological Resources** – Under the No Project Alternative, there would be no activity within the project site. This would retain the grasslands and trees in the SOIA/annexation area that support special-status plant and wildlife species known to occur in the region. While mitigation is available to reduce some project biological resource impacts to a less-than-significant level, these impacts would be substantially reduced or avoided under the No Project Alternative. The footprint of existing yard facilities would remain unchanged and the same types of activities would occur at these sites. No significant biological

resources impacts would be anticipated. Where new or expanded satellite facilities may be constructed, potential biological impacts could occur. It is anticipated that the City would implement similar mitigation as recommended for the project to reduce impacts. Therefore, the biological resource impacts of the No Project Alternative would be similar (Draft EIR p. 5-19).

- ▲ **Noise and Vibration** – Continued vacancy of the SOIA/annexation area would avoid operational noise impacts that could exceed Sacramento County and City of Folsom noise standards. However, the City would need to continue to expand its services to meet the demands of existing and projected future growth with the City. This expansion could come from staging additional vehicles and equipment at existing yards and/or constructing small satellite yards to meet demand, which could result in construction-related noise impacts. As such, operational activities and associated noise would not be substantially different under the No Project Alternative; however, their location would be more dispersed throughout the City. This could potentially cause noise impacts to additional sensitive receptors. In addition, noise generated by the activities at the existing Leidesdorff Yard has already caused issues with neighbors. The current site used to have two entrances. However, due to neighbor complaints on noise, one of these entrances was closed. Under the No Project Alternative, construction of a new corporation yard would not occur and, therefore, no construction-related noise would be generated (except if additional facilities are added to the existing site in order to accommodate future growth in the City) but operational noise would continue and may expand. Therefore, the noise impacts of the No Project Alternative would be similar to those that would occur with the project (Draft EIR pp. 5-20 and 5-21).

6.3 FINDINGS REGARDING ALTERNATIVES

The only alternative to the project would be to continue status quo conditions and incrementally add additional facilities and equipment to existing yard sites where it is feasible to do so. This is the current situation of the City and would be representative of a “No Project Alternative.” However, the No Project Alternative would not meet the objectives stated in Draft EIR Chapter 2, *Project Description*, to develop a consolidated corporation yard, minimize land use conflicts, improve site security, and remove land use conflicts from the residential neighborhoods in the Historic District.

Because the analysis completed through the CEQA process revealed that this alternative would not meet fundamental project objectives, the City of Folsom finds that it is infeasible (Draft EIR p. 5-21). Based on the record of proceedings and the impacts identified in the EIR and throughout this findings document, the City of Folsom finds that the proposed project is the most desirable, feasible, and appropriate, and rejects other alternatives and other combinations and/or variations of alternatives as infeasible.

7 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Section 21081 of the California Public Resources Code and Section 15093 of the CEQA Guidelines, the City of Folsom adopts and makes the following statement of overriding considerations regarding the remaining significant unavoidable impacts of the project, as discussed above, and the anticipated economic, social, and other benefits of the project.

Based on the record of proceedings, the City of Folsom finds and determine that (1) the majority of the significant impacts of the project will be reduced to less-than-significant levels by implementation of the mitigation measures recommended in these findings; (2) the City of Folsom’s approval of the project as proposed will result in certain significant adverse environmental effects that cannot be avoided or reduced to a less-than-significant level even with the incorporation of all feasible mitigation measures into the project; and (3) there are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level the remaining significant environmental effects.

In light of the environmental, social, economic, and other considerations identified in the findings for the project, the objectives of the project, and the considerations set forth below related to this project, the City of Folsom chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the project's significant and unavoidable adverse environmental effects.

The following statements identify the reasons why, in the City of Folsom's judgment and based on substantial evidence, the benefits of the project outweigh the significant and unavoidable effects. The substantial evidence supporting the enumerated benefits of the project can be found in the preceding findings, which are herein incorporated by reference; in the project itself; and in the record of proceedings as defined above. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the project outweigh its significant adverse environmental effects and is an overriding consideration warranting approval.

The City of Folsom finds that the project, as conditionally approved, will have the following economic, social, technological, and environmental benefits, which constitute overriding considerations:

- ▲ The project would amend the sphere of influence boundary beyond the existing Folsom city limits to accommodate a corporation yard site compatible with City of Folsom and Sacramento County policies consistent with project objectives (Draft EIR pp. 1-2, 6-14).
- ▲ The project is the logical extension of the City's boundaries consistent with the requirements of the Cortese-Knox Hertzberg Act (Draft EIR p. 6-14).
- ▲ The current City of Folsom corporation yard is inadequate for current and future needs of the City of Folsom and no sites within the City limits are available and could accommodate such uses without resulting in greater environmental impacts (Draft EIR pp. 2-1 to 2-5, 5-7 to 5-18).
- ▲ The project would consolidate corporation yard uses to improve operating efficiencies, minimize duplication of material and equipment, minimize unproductive travel time between sites, improve staff coordination and supervision, minimize land use conflicts, and improve overall site security (Draft EIR pp. 2-1 to 2-5)
- ▲ The project will provide a new corporation yard site which would remove current corporation yard uses from the City's Historic District and other locations where land use conflicts are present (Draft EIR pp. 2-1 to 2-5, 2-25, 5-7 to 5-18).
- ▲ The project will provide state-of-the art facilities that support important public services throughout the City and that will accommodate the projected demands for these services associated with buildout under the General Plan (Draft EIR pp. 2-1 to 2-5, 2-20 to 2-23).
- ▲ The future corporation yard will be designed and built to incorporate state-of-the-art energy efficiency standards that would meet qualifications for Leadership in Energy and Environmental Design (LEED) certification (Draft EIR p. 2-20).

8 REFERENCES

This Findings of Fact and Statement of Overriding Considerations includes all references used in Chapter 9, *References*, of the Draft EIR.

ATTACHMENT NO. 8

**Final Environmental Impact Report and
Mitigation Monitoring Report**



May 2018

FINAL ENVIRONMENTAL IMPACT REPORT

Folsom Corporation Yard Sphere of Influence Amendment and Annexation

LAFCo # 01-17 SCH # 2017112020



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PREPARED FOR:
Sacramento LAFCo
and City of Folsom

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

State Clearinghouse No. 2017112020

LAFCo No. 01-17

PREPARED FOR

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May 2018

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ACRONYMS AND ABBREVIATIONS

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

1 INTRODUCTION

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

1.1 PURPOSE AND INTENDED USES OF THIS FINAL EIR

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

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

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

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

1.2 PROJECT LOCATION

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

1.3 PROJECT OBJECTIVES

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

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

1.4 SUMMARY DESCRIPTION OF THE PROJECT

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

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

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

1.5 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

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

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

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

1.6 SUMMARY OF PROJECT ALTERNATIVES

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

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

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

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

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

1.7 CEQA PUBLIC REVIEW PROCESS

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

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

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

1.8 ORGANIZATION OF THIS FINAL EIR

This Final EIR is organized as follows:

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

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

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

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

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

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

2 COMMENTS AND RESPONSES

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

2.1 FORMAT OF COMMENTS AND RESPONSES

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

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

2.2 LIST OF COMMENTERS

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

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

Source: Compiled by Ascent Environmental in 2018

2.3 RESPONSES TO COMMENTS ON THE DRAFT EIR

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

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

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

Letter
1

To: Don Lockhart, Sac LAFCO Exec. Officer

From: LJ Laurent, Folsom resident

Feb. 5, 2018

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

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

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

1-1

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

1-2

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

1-3

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

1-4

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

1-5

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

1-6

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

1-7

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

1-8

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

1-9

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

1-10

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

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

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

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

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

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

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

Letter
2

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

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

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

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

Chapter 5.0 "Chemical analysis of soils and ground water was NOT within the scope of this analysis." (later this is explained as major issue.)
Chapter 6.0 "no interviews" were done with owner
Chapter 7.1 "Environmental cases remain open" this refers to the Aerojet Superfund site remediation(s)
Chapter 8.0 **OPINION of Apex: "recommends full site investigation...soil, ...groundwater... hazardous materials associated with Aerojet Superfund Project" "present at this site."**
Chapter 9.0 **CONCLUSION**
"This (present) investigation has determined that the prospect of contamination is PROBABLE."

2-1

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

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

2-2

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

2-3

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

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

2-4

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

2-5

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

2-6

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

2-7

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

2-8

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

2-9

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

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

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

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

**Letter
3**

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

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

Barbara Leary

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

3-1

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

3-2

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

3-3

**Letter
3** **Barbara Leary
March 7, 2018**

- 3-1 The comment raised concerns on the public review timeframe and the availability of the documents' for public review. The documents were made available for a 45-day review period from February 5, 2018 to March 22, 2018 at the offices of both the City and LAFCo consistent with the requirements outlined in CEQA Guidelines Section 15105. The electronic files were posted on the City's website and a notice was mailed to members of the public who had expressed interest.

- 3-2 The comment raised concerns on the mitigation for Swainson's hawk and the loss of wetlands and grasslands. A full discussion of the biological resources on the project site is found in Section 3.4, *Biological Resources*. As described on page 3.4-23 (Impact 3.4-2d), the Draft EIR imposes 1:1 mitigation requirements for the loss of Swainson's hawk habitat. See also response to comment 7-1. As described on page 3.4-25 (Impact 3.4-3), there are wetlands on the site; however, there is mitigation that requires a delineation of wetlands and other waters, determination if the ultimate design would result in fill of the wetlands or affect other waters, and if affected, compliance with U.S. Army Corps of Engineers and California Department of Fish and Wildlife (CDFW) requirements for fill of wetlands or waters. With implementation of this mitigation, impacts can be reduced to less than significant. As described on page 3.4-16 of the Draft EIR, the project site does not contain special-status species grassland (valley needlegrass). The loss of grassland is not addressed separately from the loss of agricultural land (see response to comment 3-3) or the loss of Swainson's hawk habitat.

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



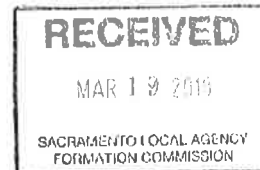
County Executive
Navdeep S. Gill

County of Sacramento

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

Letter
4

March 19, 2018



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

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

Mr. Lockhart:

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

4-1

Sincerely,

Jeff King
CEO Management Analyst

Attachments:

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

700 H Street, Suite 7650, Sacramento, California 95814 4145 Branch Center Road, Sacramento, California 95827
Office (916) 874-7682 • Fax (916) 874-5886 • www.SacCounty.net

Department of Transportation
Ron E. Vicari, Director



Divisions
Administration
Engineering & Planning
Maintenance & Operations

County of Sacramento

February 28, 2018

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



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

Dear Mr. Lockhart:

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

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

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

Page 2

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

4-5

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

Sincerely,

Kamal Atwal

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

KA

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

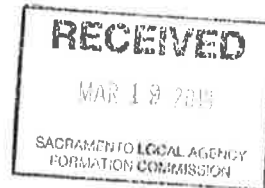
Cc: Matt Darrow, DOT
Dean Blank, DOT
Dan Shoeman, DOT
Ron Vicari, DOT
Ken Wick, DOT
Marianne Biner, Office of Planning and Environmental Review
Jeff King, Chief Financial Office
Tony Santiago, County Engineering SIPS
Javier Zaragoza, County Engineering SIPS

Office of Planning and Environmental Review
 Leighann Moffitt, Director



County Executive
 Navdeep S. Gill

March 6, 2018



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

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

Dear Mr. Lockhart:

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

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

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

4-6

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

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www.per.saccounlv.net

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

4-6
cont

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

Sincerely,

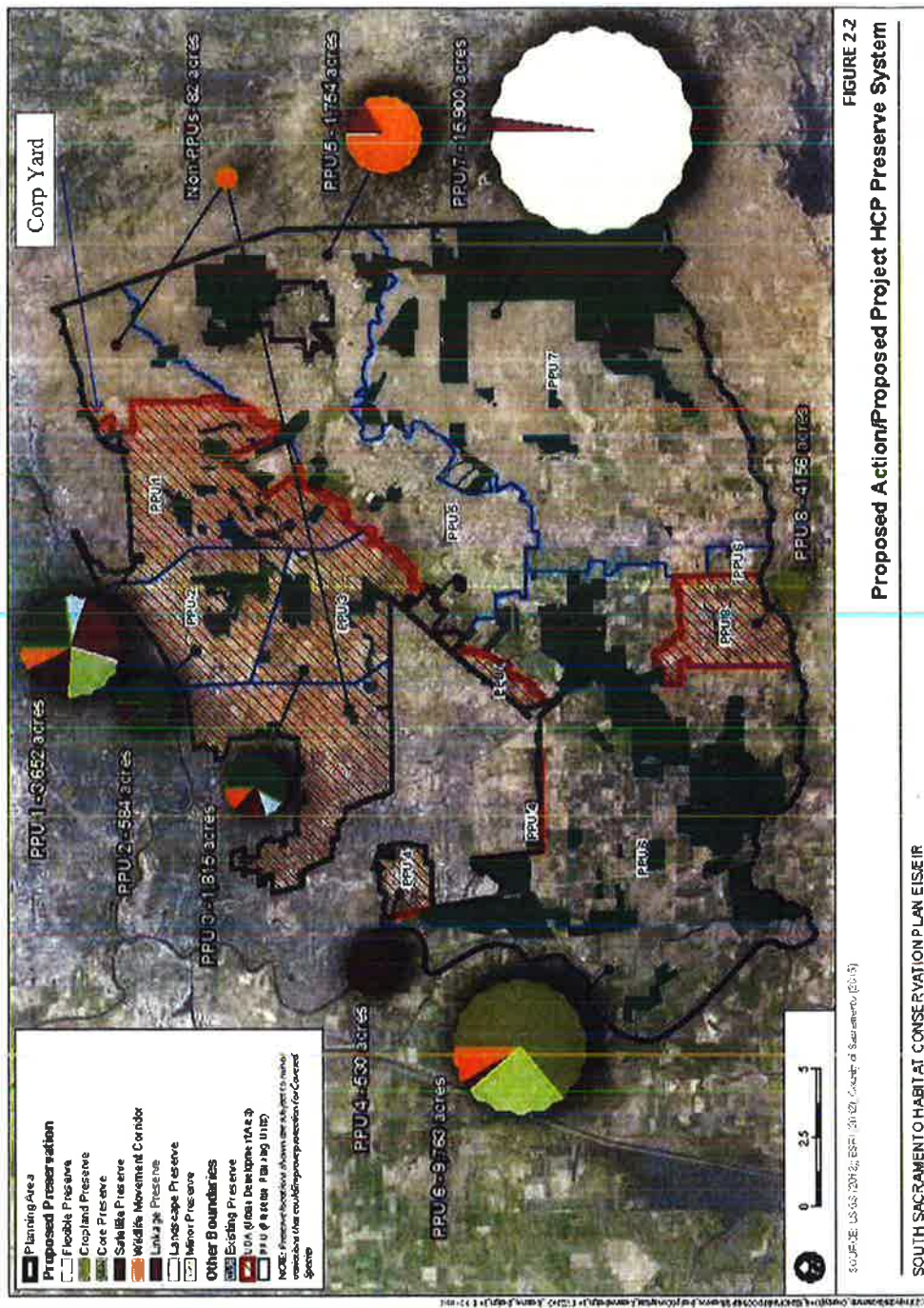


Tim Hawkins
Environmental Coordinator

MB

Enclosures << Figure 2-2 SSHCP Preserve System

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



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

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

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

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

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

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

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

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

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

Mitigation Measure 4-2: Cumulative Biological Resource Impacts

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

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

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

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

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

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

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

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

Powering forward. Together

Letter
5



Sent Via E-Mail

March 20, 2018

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



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

Dear Mr. Lockhart:

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

5-1

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

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

5-2

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

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

5-2
cont

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

5-3

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

5-4

Sincerely,

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

Cc: Ammon Rice

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

Letter Sacramento Municipal Utilities District
5 March 20, 2018

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

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

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

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

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

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

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

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

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

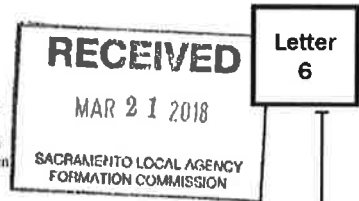
INTRODUCTION

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

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

SPECIFIC COMMENTS

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



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

6-17
cont

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

6-18

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

6-19

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

6-20

End of comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

POPULATION AND HOUSING

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

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

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

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

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

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

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

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

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

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



swainsonshawk@sbcglobal.net www.swainsonshawk.org



March 22, 2018

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

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

Dear Mr. Lockhart

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

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

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

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

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

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

7-1

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

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

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

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

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

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

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

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

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

7-1
cont

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

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

7-1
cont

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

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

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

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

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

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

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

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

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

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

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

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

Significance after Mitigation

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



<p>Letter 8</p>

April 16, 2018

SENT VIA E-MAIL ONLY

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

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

Dear Mr. Lockhart:

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

8-1

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

8-2

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

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

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

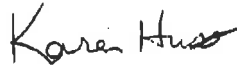
8-3

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

8-4

You may contact me at 916-874-4881 or khuss@airquality.org if you have any questions regarding these comments.

Sincerely,



Karen Huss
Associate Air Quality Planner/Analyst

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

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

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

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

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

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

The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO₂e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions.

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

Onsite Construction

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

Onsite Operation

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

Offsite GHG Reduction

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

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

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

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

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

Construction

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

Operation

- ▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and
- ▲ Signs shall be posted at all truck loading areas which indicate that diesel powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions of diesel PM.
- ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.
 - A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50.
 - The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways.
 - Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap.
 - Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps.
 - All vegetation chosen shall have a porosity of 20 to 40 percent.
 - A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors.
 - Some tree species that may be considered include Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwoods (*Sequoia sempervirens*). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters.

Significance after Mitigation

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

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

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

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3 CORRECTIONS AND REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

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

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

3.2 DRAFT EIR REVISIONS AND CORRECTIONS

CHAPTER 1 - INTRODUCTION

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

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

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

POPULATION AND HOUSING

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

CHAPTER 2 – PROJECT DESCRIPTION

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

REORGANIZATION

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

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

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

SECTION 3.2 – AGRICULTURE AND FORESTRY RESOURCES

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

California Land Conservation Act of 1965

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

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

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

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

Table 3.2-2 — Agricultural Soil Evaluation

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

Table 3.2-2 — Agricultural Soil Evaluation

Map Unit	Soil Type	Rating	Range Production (lbs/acre/normal year)	Acres in Project Site	Percent of Project Site
192	Red Bluff loam, 2 to 5 percent slopes	Grade 1- Excellent	2,400	5.8	10.10%
193	Red Bluff Redding complex, 0 to 5 percent slopes	Grade 1- Excellent	2,310	39.4	68.20%
235	Vlek gravelly loam, 2 to 15 percent slopes	Grade 2- Good	2,125	5.0	8.70%
Total				67.8	100.00%

Source: NRCS 2017

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

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

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

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

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

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

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

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

Table 3.2-2 Agricultural Soil Evaluation

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

Source: NRCS 2017

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

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

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

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

SECTION 3.3 – AIR QUALITY

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

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

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

Construction

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

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

Operation

- ▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and
- ▲ Signs shall be posted at all truck loading areas which indicate that diesel powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions of diesel PM.
- ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters.
 - ▶ A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50.
 - ▶ The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways.
 - Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap.
 - Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps.
 - ▶ All vegetation chosen shall have a porosity of 20 to 40 percent.
 - ▶ A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors.
 - ▶ Some tree species that may be considered include Pine (*Pinus nigra* var. *maritima*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids X trichocarpa*), and Redwoods (*Sequoia sempervirens*). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters.

Significance after Mitigation

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

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

SECTION 3.4 – BIOLOGICAL RESOURCES

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

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

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

Consistency with SSHCP

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

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

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

Mitigation Measure 4-2: Cumulative Biological Resource Impacts

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

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

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

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

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

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

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

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

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

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

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

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

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

Significance after Mitigation

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

SECTION 3.6 – ENERGY

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

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

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

SECTION 3.7 – GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

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

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

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

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

Onsite Construction

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

Onsite Operation

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

Offsite GHG Reduction

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

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

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4 MITIGATION MONITORING AND REPORTING PROGRAM

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

4.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

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

4.2 ROLES AND RESPONSIBILITIES

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

Inquiries should be directed to:

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

The location of this information is:

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

4.3 MITIGATION MONITORING AND REPORTING PROGRAM TABLE

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

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

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

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>3.1 Aesthetics</p>	City of Folsom	During project design; prior to approval of site plans	
<p>Mitigation Measure 3.1-1: Design future corporation yard to soften visual impact. At the time the City proceeds with development of the site, the City will coordinate with Sacramento County to review design plans to ensure that appropriate landscaping and other best management practices (natural or naturally-colored building materials, berms, trees, attractive fencing, etc.) that can screen and soften views of corporation yard development to travelers along Scott Road to the degree feasible. At a minimum, the City will demonstrate how design measures were considered and determined to be feasible/infeasible based onsite conditions.</p>	City of Folsom	During project design; prior to approval of site plans	
<p>Mitigation Measure 3.1-3a: Conform to Construction Lighting Standards. The City shall limit construction to daylight hours to the extent possible. If nighttime lighting or construction is necessary, the City shall ensure that unshielded lights, reflectors, or spotlights would not be directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, the City shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts.</p>	City of Folsom	During construction	
<p>Mitigation Measure 3.1-3b: Design development to reduce lightning and glare. The City shall design the lightning at the project site to include the following minimum requirements: outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties; and flood or spot lamps installed shall be aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any offsite residential property or public roadway.</p>	City of Folsom	During project design; prior to approval of site plans	
<p>3.2 Agriculture and Forestry Resources</p>	City of Folsom	Prior to issuance of grading permit.	
<p>Mitigation Measure 3.2-1: Farmland preservation. Consistent with Sacramento County General Plan Policy AG-5, the City will provide in-kind or similar resource value protection for land similar to the project site. This protection may consist of the establishment of farmland easements, or other similar mechanism and shall be implemented prior to issuance of the first grading permit for development.</p>	City of Folsom	Prior to issuance of grading permit.	
<p>3.3 Air Quality</p>	City of Folsom	Prior to approval of site plans and construction	
<p>Mitigation Measure 3.3-1: Incorporate design features to minimize exposure of sensitive receptors to TACs. Prior to construction, the City of Folsom will implement the following measures to address TAC exposure: Construction <ul style="list-style-type: none"> ▲ Enforce idling time restrictions for construction vehicles; ▲ Require construction vehicles to operate with the highest tier engines commercially available; and ▲ Increase use of electric and renewable fuel-powered construction equipment. Operation <ul style="list-style-type: none"> ▲ Proposed high-diesel truck traffic areas that have the potential to emit TACs or host TAC-generating activity shall be located as far away from existing and proposed off-site sensitive </p>	City of Folsom	Prior to approval of site plans and construction	

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

Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>receptors as possible such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in one million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0; and</p> <ul style="list-style-type: none"> ▲ Signs shall be posted at all truck loading areas which indicate that diesel powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions of diesel PM. ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters. ▲ The City shall plant and maintain a vegetative barrier along the north and northeast boundaries of the new corporation yard to shield future new development from onsite TAC sources. Design considerations shall be consistent with the most recent version of the Sacramento Metropolitan Air Quality Management Landscaping Guidance for Improving Air Quality near Roadways. Specific guidelines include the following parameters. <ul style="list-style-type: none"> ➤ A primary vegetative barrier consisting of tree species with year-round foliage (e.g., coniferous) shall be planted and maintained between White Rock Road and the project site. The barrier shall wrap around the north east perimeter of the project site, near Scott Road, to the extent feasible and necessary to block the line-of-sight between future onsite sources and future development south of US 50. ➤ The vegetative Barrier shall be planned and maintained in a manner that eliminates gaps between plantings. This can be achieved in the following ways. <ul style="list-style-type: none"> ▪ Horizontal Gaps: Planting can be staggered to eliminate horizontal gap or planted with appropriate spacing such that foliage from each plant overlaps foliage from the adjacent plant, thus eliminating horizontal gap. ▪ Sub-Canopy Gap: Depending on the trees chosen, gaps between the ground and bottom of tree canopy can result in air flow through the barrier. Use of multi-rows of vegetation can prevent this. Shrubs or other low growing vegetation should be used in front of primary tree barrier to eliminate sub-canopy gaps. ➤ All vegetation chosen shall have a porosity of 20 to 40 percent. ➤ A diverse mix of well-adapted species should be used to increase the barriers resilience to pests, droughts, and other urban factors. ➤ Some tree species that may be considered include Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoides</i> X <i>trichocarpa</i>), and Redwoods (<i>Sequoia sempervirens</i>). The City may consult current SMAQMD or other available guidance for tree selection so long as the barrier meets the above parameters. 			

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

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

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

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

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

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

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

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Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>▲ The project applicant shall transfer said easement(s) or title to the County, CDFW, and a third-party conservation organization as acceptable to the County and CDFW. The County may, at its discretion, waive the requirement for a third-party conservation organization to be party to the easement or fee title. Such third-party conservation organizations shall be characterized by non-profit 5019(c)(3) status with the Internal Revenue Service and be acceptable to both the County and CDFW.</p> <p>Mitigation 3.4-2e: Protection measures for American badger. The City of Folsom shall impose the following conditions prior to, and during, construction: This mitigation measure applies to projects or ground-disturbing activities with potential to disturb suitable habitat for American badger. Prior to construction activities within suitable habitat for American badger (e.g., annual grassland), a qualified wildlife biologist shall conduct surveys to identify any American badger burrows/dens. These surveys shall be conducted not more than 15 days prior to the start of construction. If occupied burrows are not found, further mitigation will be not required. If occupied burrows are found, impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction-related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week to track the status of the den and to determine when a den area has been cleared for construction.</p>	<p>City of Folsom</p>	<p>Prior to and during construction</p>	
<p>Mitigation Measure 3.4-2f: Mitigation for aquatic invertebrates; vernal pool fairy shrimp and vernal pool tadpole shrimp. The City of Folsom shall impose the following conditions prior to, and during, construction: ▲ This mitigation measure applies to projects or ground-disturbing activities with potential to disturb habitat for vernal pool crustaceans; it incorporates the conservation measures from the USFWS Programmatic Biological Opinion (USFWS 1996) that provide for both habitat preservation and habitat creation for vernal pool fairy shrimp and vernal pool tadpole shrimp. ▲ Because suitable wetland or vernal pool habitat is known to occur on the project site (see Mitigation Measure 3.4-3), the project applicant shall implement the following measures to minimize and compensate for loss of vernal pool fairy shrimp and vernal pool tadpole shrimp. ▲ Habitat Preservation: The applicant, in consultation with USFWS, shall compensate for direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 2:1, by purchasing vernal pool preservation credits from a USFWS-approved conservation bank. Compensation credits shall be purchased prior to any ground-disturbing activities. ▲ Habitat Creation: The applicant shall compensate for the direct effects of the project on potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp at a ratio of 1:1, by purchasing vernal pool creation credits from a USFWS-approved conservation bank.</p>	<p>City of Folsom</p>	<p>Prior to and during construction</p>	

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Mitigation Measure	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> ▲ Mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat. ▲ For seasonal wetlands and drainages that shall be retained on the site (i.e., those not proposed to be filled), a minimum setback of at least 50 feet from these features will be avoided on the project site. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities. ▲ A worker environmental awareness training shall be conducted to inform onsite construction personnel regarding the potential presence of listed species and the importance of avoiding impacts to these species and their habitat. ▲ The applicant shall secure any necessary take authorization prior to project construction through formal consultation between USACE and USFWS pursuant to Section 7 of the ESA and shall implement all measures included in the Biological Opinion issued by USFWS. 			
<p>Mitigation Measure 3.4-3: Wetlands, other waters of the U.S., and waters of the state. The City of Folsom shall impose the following conditions prior to, and during, construction:</p> <ul style="list-style-type: none"> ▲ Wetlands and vernal pools are of special concern to resource agencies and are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. The project applicant shall retain a qualified biologist to conduct an updated delineation of waters of the United States or state, including wetlands that would be affected by the project, through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States or state would result from implementation of the project, authorization for such fill shall be secured from USACE through the 404 permitting process. Any waters of the United States that would be affected by project development shall be replaced or restored on a "no-net-loss" basis in accordance with USACE mitigation guidelines (or the applicable USACE guidelines in place at the time of construction). In association with the Section 404 permit (if applicable) and prior to the issuance of any grading permit, Section 401 Water Quality Certification from the RWQCB shall be obtained. ▲ If it is determined that waters subject to jurisdiction by CDFW are present within the project site following the delineation of waters of the United States and state, and that site development would affect the bed, bank, or channel, a Streambed Alteration Notification will be submitted to CDFW, pursuant to Section 1600 et seq. of the California Fish and Game Code. If proposed activities are determined to be subject to CDFW jurisdiction, the project proponent will abide by the conditions of any executed agreement prior to the issuance of a grading permit. Several aquatic features on site, including intermittent streams, would likely fall under the jurisdiction of CDFW. 	<p>City of Folsom</p>	<p>Prior to, and during, construction</p>	

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

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Mitigation Measure	Implementation Responsibility	Timing	Verification
<p>3.7 Greenhouse Gas Emissions</p> <p>Mitigation Measure 3.7-1: Greenhouse gas emission reduction measures. The City shall incorporate a combination of onsite and, if necessary offsite, GHG reduction measures to compensate the project's GHG emissions of 1,052 MT CO₂e/year, thus resulting in a no net increase in GHG emissions over conditions existing without the project. The level of annual GHG reduction necessary can be adjusted if the City can demonstrate that project-generated emissions resulting from expansion of fleet and increased operations differ from this estimated value. The City can retain a qualified professional to estimate and track the status of this measure, ensuring compliance with the necessary reductions in emissions. To reduce GHG emissions associated with construction and operation of the project, the following onsite GHG reduction measures shall be incorporated into project design, to the extent feasible:</p> <p><u>Onsite Construction</u></p> <ul style="list-style-type: none"> ▲ Enforce idling time restrictions for construction vehicles. ▲ Require construction vehicles to operate with the highest tier engines commercially available. ▲ Increase use of electric and renewable fuel-powered construction equipment. <p><u>Onsite Operation</u></p> <ul style="list-style-type: none"> ▲ Replace diesel-fueled heavy-duty fleet vehicles with renewable compressed natural gas (CNG)-fueled or renewable diesel-fueled fleet vehicles. ▲ Replace gasoline-fueled passenger vehicles with electric vehicles to reduce fleetwide gasoline use by 25 percent over existing conditions or equivalent to a savings of 10,830 gallons of gasoline use per year. ▲ Achieve reductions in onsite electricity use through use of onsite renewable energy (e.g., solar photovoltaic panels). Building design and solar installation shall take into account solar orientation to maximize solar exposure. ▲ Install 240-Volt electric vehicle chargers and signage in the parking areas. ▲ Install energy-efficient lighting for parking and outdoor area lighting ▲ Reduce indoor water use by installing low-flow plumbing fixtures. ▲ Reduce outdoor water use by reducing turf area and use water-efficient irrigation systems (i.e., smart sprinkler meters) and landscaping techniques/design, and install rain water capture systems. ▲ Install a grey water system to irrigate outdoor landscaping and/or to use for indoor non-potable water uses. ▲ Incorporate site design features to reduce onsite heat island effect including wall shading. <p><u>Offsite GHG Reduction</u> If after incorporation of all feasible onsite GHG construction and operations reduction measures, project GHG emissions are not reduced to zero, the City shall purchase carbon credits to offset the level of project-related GHG</p>	<p>City of Folsom</p>	<p>During project design, construction, and operation</p>	

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

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

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

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

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

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

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

5 REFERENCES

Chapter 1 Introduction

No references were used.

Chapter 2 Comments and Responses

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

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

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

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

U.S. Fish and Wildlife Service. 1996. Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California (Service file number 1-1-96-F-1). Prepared by Sacramento Fish and Wildlife Office. 17 pp.

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

Chapter 3 Corrections and Revisions to the Draft EIR

No references were used.

Chapter 4 Mitigation Monitoring and Reporting Program

No references were used.

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Appendix A

Air Quality Mitigation Calculations

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

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

Supplemental Calculations

1 Annual VMT 1,947,886

2 Fuel Use Data

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

3 Fleet Mix and Fuel Use Characterization

Fuel Type	Vehicle Class	% vehicle Type	VMT/yr	/Fuel Type Ratio
Gas	LDA	0.580149		
Gas	LDT1	0.033626	Gas	1,195,564 0.6
Diesel	LDT2	0.214268	Diesel	752,322 0.4
Diesel	MDV	0.103243	Total	1,947,886
Diesel	LHD1	0.009295		
Diesel	LHD2	0.004286		
Diesel	MHD	0.018584		
Diesel	HHD	0.027006		
Diesel	OBUS	0.001866		
Diesel	UBUS	0.001223		
Diesel	MCY	0.005352		
Diesel	SBUS	0.000566		
Diesel	MH	0.000536		

Notes

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

4 ROG and NOX Weighted Emission Factor Calculation

Unmitigated Emissions

<u>ROG (TPY)</u>	<u>NOX (TPY)</u>
0.25	1.18

source
CalEEMod output for annual mobile run

NOX Emission Factor

	<u>Diesel</u>	<u>Gasoline</u>
tons/gal	0.00004875	0.00001672

weighted by passenger fuel-type use and vmt/fuel type ratio

ROG Emission Factor

	<u>Diesel</u>	<u>Gasoline</u>
tons/gal	0.00001033	0.00000354

weighted by passenger fuel-type use and vmt/fuel type ratio

