Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Sacramento
600 8th Street
Sacramento, CA 95814

From: (Public Agency): City of Folsom
Department of Environment and Water Resources
50 Natoma Street, Folsom, CA 95630
(Address)

Project Title: Folsom Boulevard 27-inch Trunk Sewer Mitigation Project

Project Applicant: City of Folsom

Project Location - Specific:

Folsom Blvd approximately 475-feet north of Bidwell St to Blue Ravine Rd.

Project Location - City: Folsom Project Location - County: Sacramento

Description of Nature, Purpose and Beneficiaries of Project:

The proposed project includes the construction and operation of a proposed new parallel sewer line adjacent to the City of Folsom's 27-Inch Trunk Sewer. The project would provide redundant service to the City of Folsom. See additional pages attached.

Name of Public Agency Approving Project: City of Folsom

Name of Person or Agency Carrying Out Project: City of Folsom Environmental and Water Resources Department

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Sec. 15301(b), 15303(d)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The project involves the construction and installation of a redundant sewer line within Folsom Boulevard right-of-way that would relieve hydraulically modeled near-term and long-term capacity deficiencies in the City's collection system with the installation of a parallel relief line.

Lead Agency Contact Person: Marcus Yasutake Area Code/Telephone/Extension: 916-461-6161

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Marcus Yasutake Date: 1/5/2023 Title: Environmental & Water Resources Director

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011

☐

PROJECT DESCRIPTION

The City of Folsom continues to proactively implement its sewer system capacity assurance plan to reduce, mitigate, and eliminate potential sanitary sewer overflows, thus enhancing public health and safety while meeting regulatory compliance requirements. These efforts include implementation of its capital improvement projects, of which the Folsom Boulevard 27-inch Trunk Sewer Mitigation Project (proposed project) is one. The proposed project involves the construction and operation of a parallel sewer line adjacent to the City of Folsom's (City's) existing 27-inch Folsom Boulevard Trunk Sewer. The existing sewer line has potential near-term capacity constraints due to rain derived inflow and infiltration conditions, and in the long-term, requires additional capacity to provide General Plan and Ultimate City Build-Out capacity. Rather than replacing the entire line, the City would construct a parallel line to provide wet weather flow capacity and system redundancy. Although available space in the Folsom Boulevard right-of-way (ROW) is limited for such infrastructure, Water Works Engineers (WWE) and the City have preliminarily determined that an in-road option is feasible and meets the needs of the project.

The project area is situated within the Folsom Boulevard ROW approximately 800 feet to the north of Bidwell Street to Blue Ravine Road to the south. The project area is located within a predominantly commercial area in the western portion of the City. Surrounding land uses include single- and multi-family residential to the north, commercial and recreational to the east, commercial and residential to the south, and recreational and open space to the west.

In 2019, WWE completed an alternatives assessment to evaluate and recommend enhancements to the City's 27-inch Folsom trunk sewer line to mitigate hydraulically modeled potential capacity deficiencies. Hydraulic model results indicated potential for minor surcharging under existing flow conditions and increased surcharging as a result of General Plan future planned growth. In addition, the City sewer collections staff investigated and confirmed a previously unknown high point in the 27-inch Folsom Boulevard line at the intersection of Folsom Boulevard and Blue Ravine Road. The Folsom Boulevard 27-inch Trunk Sewer Mitigation Project is intended to relieve hydraulically modeled near-term and long-term capacity deficiencies in the City's collection system with the installation of a parallel relief line as well as by eliminating the identified high point on the 27-inch sewer line.

PREVIOUS STUDIES

A review of biological and cultural resources within the project area was conducted by HELIX Environmental Planning as part of the Folsom Boulevard Trunk Sewer Rehabilitation Project Environmental Due Diligence Technical Memorandum (2019) included as Appendix A. The purpose of these reports was to assess the project site for environmentally sensitive resources and identify any environmental project constraints.

HELIX reviewed the proposed project alignment, analyzed the appropriate California Environmental Quality Act (CEQA) documentation requirements, assessed streams, wetlands, and riparian areas as well as the potential for federal- and state-listed species of special concern that could be affected by the pipeline alignments. Additionally, HELIX evaluated 12 cultural resource sites that were recorded within the project study area. HELIX recommended that the construction and placement of the pipeline alignments be primarily within existing roadways. By locating the proposed pipeline within existing

roadways, the proposed project would avoid environmentally sensitive areas and would not impact significant biological or cultural resources.

Biological Resources Review

Regarding biological resources, it was noted that the project as proposed would likely not have significant impacts on biological resources in and near the project site. The report does state, however, that any alternative locations placing the pipeline alignments under the shoulder or side of the roadways have the potential to impact the biological resources present in the area.

Cultural Resources Review

Regarding cultural resources, a record search was conducted by HELIX Senior Archaeologist, Carrie D. Wills, on April 2, 2019 at the North Central Information Center (NCIC) located in Sacramento, CA. To identify any known historic properties or cultural resources, the current inventories of the National Register of Historic Places (NR), the California Register of Historic Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California State Historic Resources Inventory (HRI) for Sacramento County were reviewed. Historic maps were also examined to gain insights into past developments and changes within the project area and its surroundings. A total of 12 cultural resource sites were recorded within the project study area, with nine in the northern portion and three in the southernmost portion.

In the northern portion, it is highly unlikely that the recorded cultural resources would be impacted by project activities. In addition, the Folsom Mining District and the Natomas Mining Diggings are broadly defined historic districts covering much of the Folsom and Sacramento area and have been significantly disturbed over the years. Therefore, it is highly unlikely that intact historic resources associated with the districts would be impacted by the proposed project.

Previously prepared documentation will be utilized as substantial evidence of avoidance of environmental resources.

REASONS WHY PROJECT IS EXEMPT

The Folsom Boulevard Trunk Sewer Mitigation Project was designed to avoid direct and indirect impacts to the environment. Pursuant to CEQA Guidelines Section 15303(d), the proposed project consists of construction and installation of a sewer line of reasonable length to serve the needs of the City of Folsom. Pursuant to CEQA Guidelines Section 15301(b), the project would provide redundancy to the existing sewer system and the City of Folsom that would accommodate current flow condition. Each segment of the proposed project would be designed and constructed to avoid environmentally sensitive areas. The project design would place the pipeline mainly within roadways and as far away as possible from environmentally sensitive areas. The proposed new pipeline would be located on the same site as the existing public utilities pipeline. The overall design of the project and the analyses provided in Appendix A and in this document ensures the project would have no significant impacts to the environment and would be exempt from CEQA review.

Appendix A

Environmental Due Diligence Technical Memorandum

HELIX Environmental Planning, Inc.
11 Natoma Street, Suite 155
Folsom, CA 95630
916.365.8700 tel
www.**helixepi**.com

April 26, 2019 WWE-01

Mike Fisher
Water Works Engineers, LLC
1322 Blue Oaks Blvd, Suite 300
Roseville, CA 95678

Subject: Environmental Due Diligence Technical Memorandum for the Folsom Boulevard Trunk Sewer Rehabilitation Project, City of Folsom, Ca.

Dear Mr. Fisher:

HELIX Environmental Planning, Inc. (HELIX) prepared this environmental due diligence technical memorandum for the proposed Folsom Boulevard Trunk Sewer Rehabilitation Project (project) in the City of Folsom, CA (City). The purpose of our environmental due diligence report was to identify potential environmental opportunities and constraints to assist with the evaluation and selection of a preferred pipeline alignment. This memorandum includes a description of the location, setting, and existing environmental conditions of the project area, a summary of the reconnaissance-level field visit, a review of existing environmental information and reports relating to the proposed project area (i.e., special-status species lists and databases, cultural resources records search, 2035 Folsom General Plan and Zoning Code, Flood Rate Insurance Mapping, etc.), identification of potential constraints by pipeline segment and issue area, and potential requirements by regulatory agencies prior to the procurement of regulatory permits.

LOCATION AND SETTING

The project area is situated within the Folsom Boulevard corridor between the cross-streets of Forrest Street to the north and Blue Ravine Road to the south (**Attachment A**). The project area is located within a primarily commercial area in the western portion of the City. Surrounding land uses include single- and multi-family residential to the north, commercial and recreational to the east, commercial and residential to the south, and recreational and open space to the west.

PROJECT DESCRIPTION

The proposed project involves the construction and operation of a parallel sewer line adjacent to the City's existing 27-inch Folsom Boulevard Trunk Sewer. The existing sewer line has potential near-term capacity concerns due to rain derived inflow and infiltration conditions, and in the long-term, requires additional capacity to provide General Plan and Ultimate City Build Out growth capacity. Rather than replacing the entire line, the City is proposing to construct a parallel line to provide wet weather flow capacity/redundancy. As the available space in Folsom Boulevard is limited for such infrastructure,

Water Works Engineers (WWE) and the City are investigating in-road and off-road options to the west and east of Folsom Boulevard.

2035 GENERAL PLAN

The proposed project would be consistent with the goals established in the public facilities and services element of the 2035 General Plan. Goal PFS 4.1 aims to maintain an adequate wastewater system to meet the needs of the community. PFS 4.1.1, Wastewater System, further aims to ensure the local wastewater network is built and maintained to provide cost-effective wastewater service. As discussed above in the project description, the existing sewer line along Folsom Boulevard has near-term capacity concerns, and upgrading the sewer line system at this location would be consistent with the goals in the newly adopted 2035 General Plan.

In addition, Goal PFS 5.1 aims to ensure adequate flood control and stormwater drainage, and PFS 5.1.1, Maintain Adequate Storm Drainage, aims to develop and maintain an adequate storm drainage system. The existing sewer line experiences increased capacity concerns during wet weather events. The proposed project would construct a parallel wet weather flow capacity to reduce and mitigate the capacity issues of the existing line and would be consistent with the goals of the 2035 General Plan.

FIELD RECONNAISSANCE AND DESKTOP REVIEW

A field reconnaissance survey was conducted by HELIX Biologist, George Aldridge, PhD., and HELIX Environmental Planner, Lesley Owning, on April 1, 2019. The purpose of the field reconnaissance survey was to assess the project area for environmentally sensitive resources and identify any environmental project constraints. Site photos from the field reconnaissance survey are included in **Attachment B**.

Habitat Types in the Project Area

The assessment of habitat types in the project area is based on desktop review and field reconnaissance and is therefore approximate and intended for planning purposes only. The precise boundaries of habitat types would need to be refined with further studies such as a formal wetland delineation and vegetation mapping.

The proposed project segments are all situated in existing developed alignments for streets and recreational trails. Besides pavement, these existing alignments include ruderal vegetation, landscaping, and native trees. Riverine wetland and riparian woodland are present in the portions of the proposed segments that cross Willow Creek.

Ruderal Vegetation

Most of the proposed segments include the shoulders of paved streets or recreational trails, where ruderal herbaceous vegetation is growing in fill soils. Characteristic species include filaree (*Erodium* spp.), California golden poppy (*Eschscholzia californica*), vetch (*Vicia americana*), prickly sow thistle (*Sonchus asper*), oats (*Avena fatua*), and ripgut brome (*Bromus diandrus*). Ruderal vegetation is not a sensitive natural community and has no potential to support sensitive biological resources.

Landscaping

Where the proposed segments are situated in commercial development, the segments are bordered by sidewalks and ornamental plantings, including coast redwoods (*Sequoia sempervirens*) and other common ornamental trees and shrubs. Landscaping also includes areas where native trees have been planted and irrigated as revegetation along recreational trails. Landscaping is not a sensitive biological community and has no potential to support sensitive biological resources except for nesting birds/raptors.

Native Trees

Portions of the proposed segments are bordered by native trees, primarily valley oak (*Quercus lobata*) and interior live oak (*Quercus wislizeni*). These are remnant natural stands of trees growing along existing roads, rail road tracks, and in adjacent undeveloped properties. Native trees are protected by City ordinance, and potentially provide habitat for nesting birds/raptors and other wildlife.

Wetland/Riparian

Vegetation along Willow Creek is generally dominated by narrow-leaved willow (*Salix exigua*), Himalayan blackberry (*Rubus armeniacus*), and poison oak (*Toxicodendron diversilobum*), with some gray alder (*Alnus rhombifolia*), Oregon ash (*Fraxinus latifolia*), and coyote brush (*Baccharis pilularis*). The portion of Willow Creek south and east of Parkshore Road and Coolidge Road is characterized as a wide, marshy area dominated by cattail (*Typha latifolia*), bulrush (*Schoenoplectus californicus*), and narrow-leaved willow. Wetlands and riparian vegetation are sensitive natural communities and are protected by federal and state laws. These communities also have potential to provide habitat for wildlife.

At the request of Water Works Engineering, HELIX wetland scientists conducted a preliminary assessment of the approximate limits of jurisdiction for the both of US Army Corps of Engineers (USACE) and California Department of Fish and Wildlife (CDFW) for riparian vegetation and adjacent to the Willow Creek crossing (near the intersection of Folsom Boulevard and Woodmere Road). As depicted in Photos 11-14 in **Attachment B**, USACE jurisdiction was approximated using orange stakes and CDFW jurisdiction with red. The preliminary staking was conducted for informational purposes only and should not be considered a formal delineation.

PROPOSED SEGMENTS

According to information provided by WWE, below is a list of potential project alignment segments:

1. Folsom Boulevard: The Folsom Boulevard segment follows the west side of Folsom Boulevard south from Bidwell Street for approximately 6,000 feet. The new sewer line would connect to an existing line at an existing manhole approximately 470 feet north of Blue Ravine Road.

2. Bike Path: The Bike Path segment follows the existing City bike path (Class 1) on the east side of Folsom Boulevard south from Bidwell Street to Glenn Road, then east on Glenn Road to Willow Creek, then follows Willow Creek south to where the creek flows under Folsom Boulevard. The new sewer line would cross Willow Creek then cross under Folsom Boulevard and connect to an existing sewer line at the same point as the Folsom Boulevard segment.

3. Coolidge: The Coolidge segment follows Coolidge Road south from Glenn Road to Parkshore Road, then follows Parkshore Road west to Folsom Boulevard. The new sewer line would connect to an existing line in Folsom Boulevard at an existing manhole immediately south of Parkshore Road.

4. Parkshore: The Parkshore segment parallels the existing sewer line in Parkshore Road between the bike path on the west side of Willow Creek and the intersection of Parkshore Road and Coolidge Road, where it joins the Coolidge segment.

5. Bidwell: the Bidwell segment follows Bidwell Street from an existing manhole immediately east of the Placerville and Sacramento Valley Rail Road tracks west to the Bike Path segment.

6. Bike Path Continuation: The Bike Path Continuation segment would extend the Bike Path segment south to Blue Ravine Road instead of turning west under Folsom Boulevard to the existing manhole at the southern terminus of the Folsom Boulevard segment. The Bike Path Continuation would connect the Bike Path segment to an existing sewer line at an existing manhole on the south side of Blue Ravine Road, east of Folsom Boulevard.

CONSTRAINTS ANALYSIS BY PROPOSED SEGMENT

This constraints analysis addresses the potential for the proposed project alignment segments to cause significant effects on the environment. The discussion below addresses each proposed segment and potential impacts to key environmental resources included in Appendix G of the 2019 California Environmental Quality Act (CEQA) Guidelines. The following environmental resources are not discussed in detail because they were determined to have minimal to no impact and/or the potential impacts are anticipated to be less than significant and are similar for each proposed segment: Aesthetics; Agriculture and Forestry Resources; Air Quality; Energy; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Mineral Resources; Noise; Population and Housing; Public Services; and Utilities and Service Systems.

Folsom Boulevard Segment

Biological Resources

The Folsom Boulevard segment runs along the west shoulder of Folsom Boulevard and is mostly ruderal vegetation growing on fill. North of the intersection of Parkshore Road, the segment is bordered on the west by a dense woodland of blue gum (*Eucalyptus globulus*) that appears to be a former plantation, and by an abandoned olive (*Olea europaea*) orchard that is being overgrown by native oaks. North of the intersection of Glenn Road, the segment is bordered by a dense to sparse woodland of interior live oak growing on dredge tailings. South of Parkshore Road, the segment is in a retail/commercial development except where it crosses Willow Creek.

There is a single elderberry (*Sambucus canadensis*) shrub adjacent to the segment north of the intersection of Glenn Road. This shrub has several stems greater than 1-inch diameter and therefore is considered suitable habitat for the federally-listed as threatened valley elderberry longhorn beetle (**Attachment C**).

Potential biological resources constraints for the Folsom Boulevard segment are:

1. Impacts to Willow Creek below the ordinary high water mark (OHWM) and/or impacts to riparian vegetation – this will likely trigger the need for a formal delineation of the extent of waters of the U.S. and/or State in the proposed segment and obtaining authorization from the USACE and certification by the Central Valley Regional Water Quality Control Board (CVRWCB) under Sections 404/401, respectively, of the Clean Water Act; notification of CDFW under Section 1602 of the Fish and Game Code would also likely be required;
2. Potential impacts to suitable habitat for valley elderberry longhorn beetle – this will likely trigger the need for an "exit hole" survey of all elderberry shrubs within 50 meters (165 feet) of the final project alignment, as well as informal consultation with USFWS (at a minimum, assuming exit hole survey results are negative and no riparian elderberry shrubs are identified within 50 meters of the final project alignment);
3. Potential impacts to nesting birds – this will likely trigger the need for pre-construction nesting bird surveys if project activities, including tree trimming or felling, are scheduled during the avian breeding season. Positive survey results would likely trigger work restrictions in the form of required buffer zones from occupied nests.
4. Potential impacts to trees protected by the City of Folsom Tree Preservation Ordinance – this will likely trigger the need for a Tree Permit and payment into the City's Tree Planting and Replacement Fund for trees permanently affected by project activities, including trenching through the root zone that will cause irreversible decline of the affected tree.

Cultural/Tribal Cultural Resources

As amended in 2014, Assembly Bill (AB 52), requires that the City of Folsom (City) provide notice to any California Native American tribes that have requested notice of projects subject to CEQA review and consult with tribes that responded to the notice within 30 days of receipt with a request for consultation. For the City, the following tribes have previously submitted general request letters, requesting such noticing:

- Wilton Rancheria;
- Ione Band of Miwok Indians; and,
- United Auburn Indian Community (UAIC) of the Auburn Rancheria.

The purpose of consultation is to identify Tribal Cultural Resources (TCR) that may be significantly impacted by the proposed project and to allow the City to avoid or mitigate significant impacts prior to project approval and implementation. Project activities in the Folsom Boulevard segment, along with all other proposed project segments, would have the potential to impact currently unknown TCRs and be subject to AB 52 consultation.

Hydrology and Water Quality

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the proposed segment's proximity to a 100-year floodplain. The proposed segment is on FEMA panels 06067C0116H and 06067C0118H, effective August 16, 2012. The majority of the Folsom Boulevard segment is located in an Area of Minimal Flood Hazard (Zone X), except where the proposed segment crosses Willow Creek and encroaches into the Regulatory Floodway (Zone AE).

Recreation

A Class II bike path runs along the entirety of the Folsom Boulevard segment. Project construction would disrupt access to this bike path and result in temporary impacts to recreational facilities.

Transportation

The Folsom Boulevard segment runs along the southbound corridor of a major arterial through the City. Project construction would require lane closures and result in temporary transportation impacts. If this segment is selected, a traffic management plan is recommended. Transportation impacts related to the other proposed segments are not discussed in detail as the lane closures and/or road crossings that may be required would be short-term, temporary, and on low traffic roadways.

Bike Path Segment

Biological Resources

The Bike Path segment follows an existing paved recreational path with ruderal vegetation along the shoulders. Between Bidwell Street and Glenn Road, the segment runs through a narrow band of interior live oaks growing between the Sacramento Regional Transit District Light Rail tracks and the Kikkoman property. On Glenn Road, the segment is entirely developed. Between Glenn Road and Folsom Boulevard, the segment is bordered by landscaping on both sides. On the west the landscaping is associated with commercial development on Coolidge and Parkshore roads; on the east the landscaping is a narrow strip of revegetation between the bike path and Willow Creek. The existing recreational path crosses Willow Creek on a bridge.

There is an existing culvert under the recreational path at a point northwest of the Kikkoman factory between Glenn Road and Bidwell Street. This culvert conveys storm water under the existing path from a ditch alongside the eastern toe of the light rail track embankment to an indistinct swale on the west side of the path that continues south toward Glenn Road. Water in the ditch originates at a storm drain outfall a few hundred feet south of Bidwell Street; the downstream end of the swale at Glenn Road is unknown.

The portion of Willow Creek adjacent to the Bike Path segment between Glenn Road and Folsom Boulevard is suitable habitat for western pond turtle, which is a CDFW Species of Special Concern (**Attachment C**). If pond turtles are present in Willow Creek, they may use the ruderal and landscaped areas between the existing recreational path and the creek for basking and egg-laying, which would create potential for conflicts between turtles and project activities.

Potential biological resources constraints for the Bike Path segment are:

1. Impacts to Willow Creek below the ordinary high water mark and/or impacts to riparian vegetation, and impacts to the storm drain culvert near the Kikkoman factory – this will likely trigger a formal delineation of the extent of waters of the U.S. and/or State in the proposed segment and obtaining authorization from the U.S. Army Corps of Engineers and certification by the CVRWQCB, as well as notification of CDFW under Section 1602 of the Fish and Game Code;

2. Potential impacts to western pond turtle as part of the project's CEQA process – this will likely trigger a habitat assessment and presence/absence surveys in Willow Creek, and potential work restrictions or other avoidance measures if survey results are positive;
3. Potential impacts to nesting birds – this will likely trigger pre-construction nesting bird surveys if project activities including tree trimming or whole tree removal are scheduled during the avian breeding season. Positive survey results would likely trigger work restrictions;
4. Potential impacts to trees protected by the City of Folsom Tree Preservation Ordinance – this will likely trigger the need for a Tree Permit and payment into the City's Tree Planting and Replacement Fund for trees permanently affected by project activities, including trenching through the root zone that will cause irreversible decline of the affected tree.

Cultural/Tribal Cultural Resources

As discussed above, project activities in the Bike Path segment, along with all other proposed project segments, would have the potential to impact currently unknown TCRs and be subject to AB 52 consultation.

Hydrology and Water Quality

Federal Emergency Management Agency flood insurance rate maps were reviewed for the proposed segment's proximity to a 100-year floodplain. The proposed segment is on FEMA panels 06067C0116H and 06067C0118H, effective August 16, 2012. The majority of the southern portion of the Bike Path segment runs adjacent to Willow Creek and is located in the Regulatory Floodway (Zone AE). The remaining areas of the segment that do not run adjacent to or near Willow Creek are located in an Area of Minimal Flood Hazard (Zone X).

Recreation

Class I and Class II bike paths run along the entirety of the Bike Path segment. Project construction would disrupt access to this bike path and result in temporary impacts to recreational facilities.

Bidwell Segment

Biological Resources

The Bidwell segment follows the south side of Bidwell Street, in a disturbed area dominated by ruderal vegetation. There are no potential biological resources constraints for the Bidwell segment.

Cultural/Tribal Cultural Resources

As discussed above, project activities in the Bidwell segment, along with all other proposed project segments, would have the potential to impact currently unknown TCRs and be subject to AB 52 consultation.

Hydrology and Water Quality

Federal Emergency Management Agency flood insurance rate maps were reviewed for the proposed segment's proximity to a 100-year floodplain. The proposed segment is on FEMA panel 06067C0116H, effective August 16, 2012. The Bidwell segment is located in an Area of Minimal Flood Hazard (Zone X).

Recreation

There are no Class I or Class II bike paths located along or that would intersect with the Bidwell segment. No other recreational facilities would be impacted by this segment.

Coolidge Segment

Biological Resources

The Coolidge segment is entirely developed. Coolidge Road is bordered by sidewalks and ornamental plantings. There are no potential biological resources constraints for the Coolidge segment.

Cultural/Tribal Cultural Resources

As discussed above, project activities in the Coolidge segment, along with all other proposed project segments, would have the potential to impact currently unknown TCRs and be subject to AB 52 consultation.

Hydrology and Water Quality

Federal Emergency Management Agency flood insurance rate maps were reviewed for the proposed segment's proximity to a 100-year floodplain. The proposed segment is on FEMA panel 06067C0116H, effective August 16, 2012. The Coolidge segment is located in an Area of Minimal Flood Hazard (Zone X).

Recreation

There are no Class I or Class II bike paths located along or that would intersect with the Coolidge segment. No other recreational facilities would be impacted by this segment.

Parkshore Segment

Biological Resources

The Parkshore segment is entirely developed. Parkshore Road is bordered by sidewalks and ornamental plantings. There are no potential biological resources constraints for the Parkshore segment.

Cultural/Tribal Cultural Resources

As discussed above, project activities in the Parkshore segment, along with all other proposed project segments, would have the potential to impact currently unknown TCRs and be subject to AB 52 consultation.

Hydrology and Water Quality

Federal Emergency Management Agency flood insurance rate maps were reviewed for the proposed segment's proximity to a 100-year floodplain. The proposed segment is on FEMA panel 06067C0116H, effective August 16, 2012. The majority of the Parkshore segment along Parkshore Road is located in an Area of Minimal Flood Hazard (Zone X); however, the eastern extent of the proposed segment encroaches into the Regulatory Floodway (Zone AE) as the segment approaches Willow Creek.

Recreation

There are no Class I or Class II bike paths located along or that would intersect with the Parkshore segment. No other recreational facilities would be impacted by this segment.

Bike Path Continuation Segment

Biological Resources

The Bike Path Continuation segment follows the existing recreational path north of Blue Ravine Road. The segment is in an open area between Folsom Boulevard and Folsom Lake Toyota, with scattered trees. Trees in this area include valley oaks (*Quercus lobata*), interior live oaks, and a large, old incense cedar (*Calocedrus decurrens*) that appear to predate surrounding development, as well as some ornamental interior live oaks planted as landscaping for Folsom Lake Toyota.

Potential biological resources constraints for the Bike Path segment are:

1. Potential for impacts to nesting birds – this will likely trigger pre-construction nesting bird surveys if project activities including tree trimming or whole tree removal are scheduled during the avian breeding season. Positive survey results would likely trigger work restrictions;

2. Potential impacts to trees protected by the City of Folsom Tree Preservation Ordinance – this will likely trigger the need for a Tree Permit and payment into the City's Tree Planting and Replacement Fund for trees permanently affected by project activities, including trenching through the root zone that will cause irreversible decline of the affected tree.

Cultural/Tribal Cultural Resources

As discussed above, project activities in the Bike Path Continuation segment, along with all other proposed project segments, would have the potential to impact currently unknown TCRs and be subject to AB 52 consultation.

Hydrology and Water Quality

Federal Emergency Management Agency flood insurance rate maps were reviewed for the proposed segment's proximity to a 100-year floodplain. The proposed segment is on FEMA panel 06067C0118H, effective August 16, 2012. The Bike Path Continuation segment is located in an Area of Minimal Flood Hazard (Zone X).

Recreation

Class I and Class II bike paths run along the entirety of the Bike Path Continuation segment. Project construction would disrupt access to this bike path and result in temporary impacts to recreational facilities.

REGULATORY PERMITTING

The aquatic features in the project area are potentially jurisdictional waters of the U.S. and/or State regulated by the USACE, CVRWQCB, and CDFW. If in-stream work, placement of abutments or other permanent structures or fill, or armoring of the Willow Creek banks below the OHWM is planned as part of the proposed project, a formal delineation would be necessary in order to determine the precise extent of impacts to regulated aquatic resources.

Based on the proposed project segments, Willow Creek could be impacted by the proposed utility line crossings at the intersection of Willow Creek and Folsom Boulevard. If Willow Creek is impacted by the proposed project, it is assumed that a USACE Section 404 Nationwide Permit 12 (Utility Line Activities), CVRWQCB Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement would be required.

USACE Authorization

The USACE regulates the placement of fill in waters of the U.S. under Section 404 of the Clean Water Act. Authorization for utility line activities is provided by NWP 12. Temporary impacts to waters of the U.S. typically do not require compensation, and if permanent impacts are less than 0.10 acre, no preconstruction notification is required under NWP 12. Impacts to waters of the U.S. in Willow Creek would most likely be temporary and less than 0.10 acre. Exceptions would be if permanent piers, abutments, aprons, or bank armoring were proposed, and the footprint of these features exceeded 0.10 acre.

CVRWQCB Certification

Actions authorized by the USACE must be certified as compliant with state regulations under Section 401 of the Clean Water Act. The State Water Resources Control Board has certified NWP 12; however, the CVRWQCB may require an application for separate certification if the project is not processed under a CEQA exemption. Compensatory mitigation requirements from the CVRWQCB are typically the same as from the USACE.

CDFW Notification

The most substantial regulatory permitting constraint on the proposed project is the requirement for notification of CDFW for impacts under the Lake and Streambed Alteration Program. CDFW jurisdiction is usually more extensive than USACE and CVRWQCB jurisdiction, and CDFW may require compensation for temporary impacts. Complete avoidance of impacts to CDFW jurisdictional habitat in Willow Creek is unlikely, as riparian vegetation in the creek corridor is fairly dense and there is no clearance around the existing road and recreational path bridges. Consequently, some trimming of riparian vegetation would be unavoidable unless the proposed pipeline were installed either by directional drilling or suspended entirely under existing bridge superstructure where there is no vegetation.

CONCLUSIONS AND RECOMMENDATIONS

Biological Resources Constraints

The most significant biological resources constraints are on the Bike Path and Folsom Boulevard segments, as those segments could include temporary impacts to jurisdictional waters and/or riparian vegetation in Willow Creek, as well as temporary impacts to the storm drain culvert in the Bike Path segment. Such impacts would likely require authorization/certification from the USACE and CVRWQCB as well as notification of CDFW and possibly a Lake and Streambed Alteration Agreement that might include compensatory mitigation. Estimated compensatory mitigation costs for this type of habit is approximately $14,000 (assuming an impact calculation of 0.10 acres or less for floodplain mosaic wetland as sold through the Cosumnes Floodplain Mitigation Bank).

In addition, the Folsom Boulevard segment may require informal consultation with USFWS regarding potential impacts to suitable habitat for the federally-listed valley elderberry longhorn beetle, and the Bike Path segment may require analysis of potential impacts to western pond turtle for processing under CEQA. The Folsom Boulevard, Bike Path, and Bike Path Continuation segments would likely require a Tree Permit from the City for impacts to protected native oaks resulting from trimming, root zone encroachments, and tree removal. The estimated cost for the Tree Permit is based upon the size and number of trees impacted by construction activities.

The least constrained segments are Bidwell, Coolidge, and Parkshore. Project activities in these segments would have no potential for impacts to sensitive biological resources.

Cultural Resources Constraints

Nine of the 12 resources recorded within the project area are located in the northern portion of the project area and three are within the southernmost project area. Therefore, the northern portion is considered more culturally sensitive. However, the two single family properties in the northern portion presumably would not be impacted by project activities. In addition, the Folsom Mining District and the Natomas Mining Diggings are broadly defined historic districts covering much of the Folsom and Sacramento area and appear to have been significantly disturbed over the years. Therefore, it seems highly unlikely that intact historic resources associated with the districts would be impacted by the proposed project. The foundations and the railroad boxcar, pullman passenger coach and the portion of the Sacramento/Placerville railroad should be located prior to project activities and avoided, if possible.

In the southern portion of the project area, an archaeologist should locate and then provide an action plan for the precontact burial site. On the record search map, only a portion of the precontact site is within the project area so there may be no impacts, depending on the exact location of project activities. The Village of Natoma was recorded in 1986 and the entire area (near Blue Ravine and Folsom Boulevard) has been urbanized with recent buildings and roads, and it is doubtful that any remnants of the Village remains extant. However, a pedestrian survey would be warranted to determine if there were remnants of the Village present and if they would be impacted by the project and mitigation provided, as necessary. The orchard/landscape resource extends along the western side of Folsom Boulevard and appears to be extant. If project activities would extend into this area, an archaeological survey conducted with specific project activity locations in mind could provide an action plan and mitigation, if needed.

An archaeological survey of specific project areas could include a plan for avoidance for additional sensitive resources located outside the current project area as well as recommendations for further study and/or mitigation, as needed (**Attachment D**).

Hydrology and Water Quality Resources Constraints

The most significant hydrology and water quality resources constraints are on the Bike Path segment, as a large portion of the segment is located within the Regulatory Floodway (Zone AE) along Willow Creek. A small portion of the Folsom Boulevard and Parkshore segments encroach into the Regulatory Floodway (Zone AE) as they approach and/or cross Willow Creek. The least constrained segments are Bidwell, Coolidge, and Bike Path Continuation, as those segments do not pass through a Special Flood Hazard Area.

Recreation Resources Constraints

The most significant recreation resources constraints are on the Folsom Boulevard, Bike Path, and Bike Path Continuation segments, as those segments would include temporary impacts to Class I and Class II bike paths. The least constrained segments are Bidwell, Coolidge, and Parkshore, as those segments would have no impacts to Class I or Class II bike paths.

COST ESTIMATE

The costs presented in the table below provide a rough estimate of the total cost for the various types of CEQA documentation (including supporting technical studies), regulatory permitting for USACE Section 404, CVRWQCB Section 401, and CDFW Section 1602, and compensatory mitigation for project impacts to Waters of the U.S./State.

Description	Cost Estimate
CEQA Categorical Exemption	$5,000-$15,000
CEQA Initial Study/Mitigated Negative Declaration (including technical studies)	$25,000-$75,000
CEQA Environmental Impact Report (including technical studies)	$75,000-$150,000
Regulatory Permitting (404, 401, and 1602) and Consultation	$15,000-$30,000
Compensatory Mitigation for impacts to Waters of the U.S./State	$140,000/credit*

*Credits are purchased per tenth of an acre of impact. For example, impacts to 0.10 acre of Waters of the U.S./State would require the purchase of 0.10 credits, assuming a 1:1 mitigation ratio.

If you have any questions regarding this due diligence technical memorandum, please contact me at (916) 365-8713.

Sincerely,

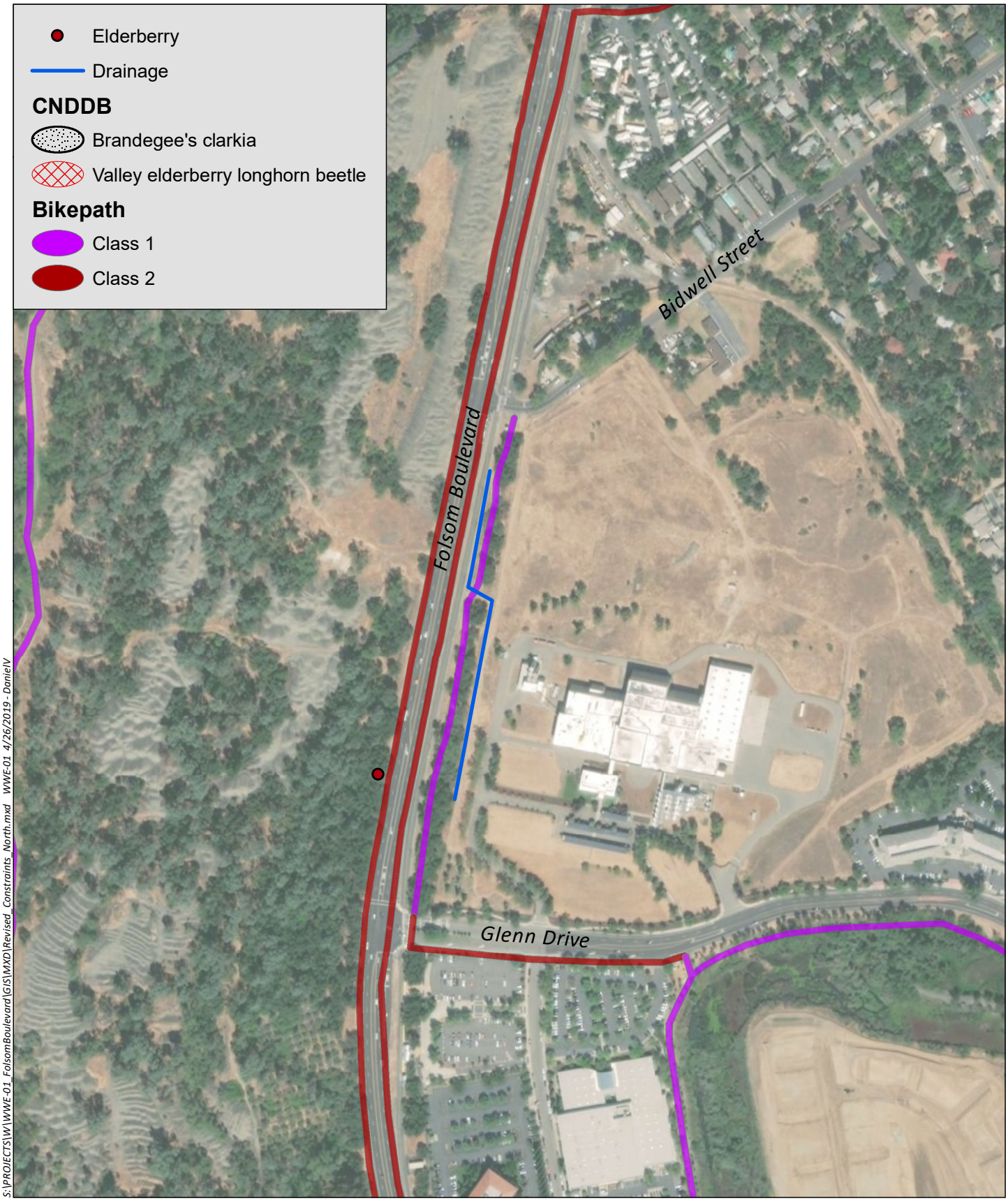
Robert Edgerton, AICP CEP
Principal

Attachments:

Attachment A – Constraints Map
Attachment B – Site Photos
Attachment C – Potential for Regionally-occurring Species to Occur in Project Area
Attachment D – Cultural Records Search

Attachment A

Constraints Map

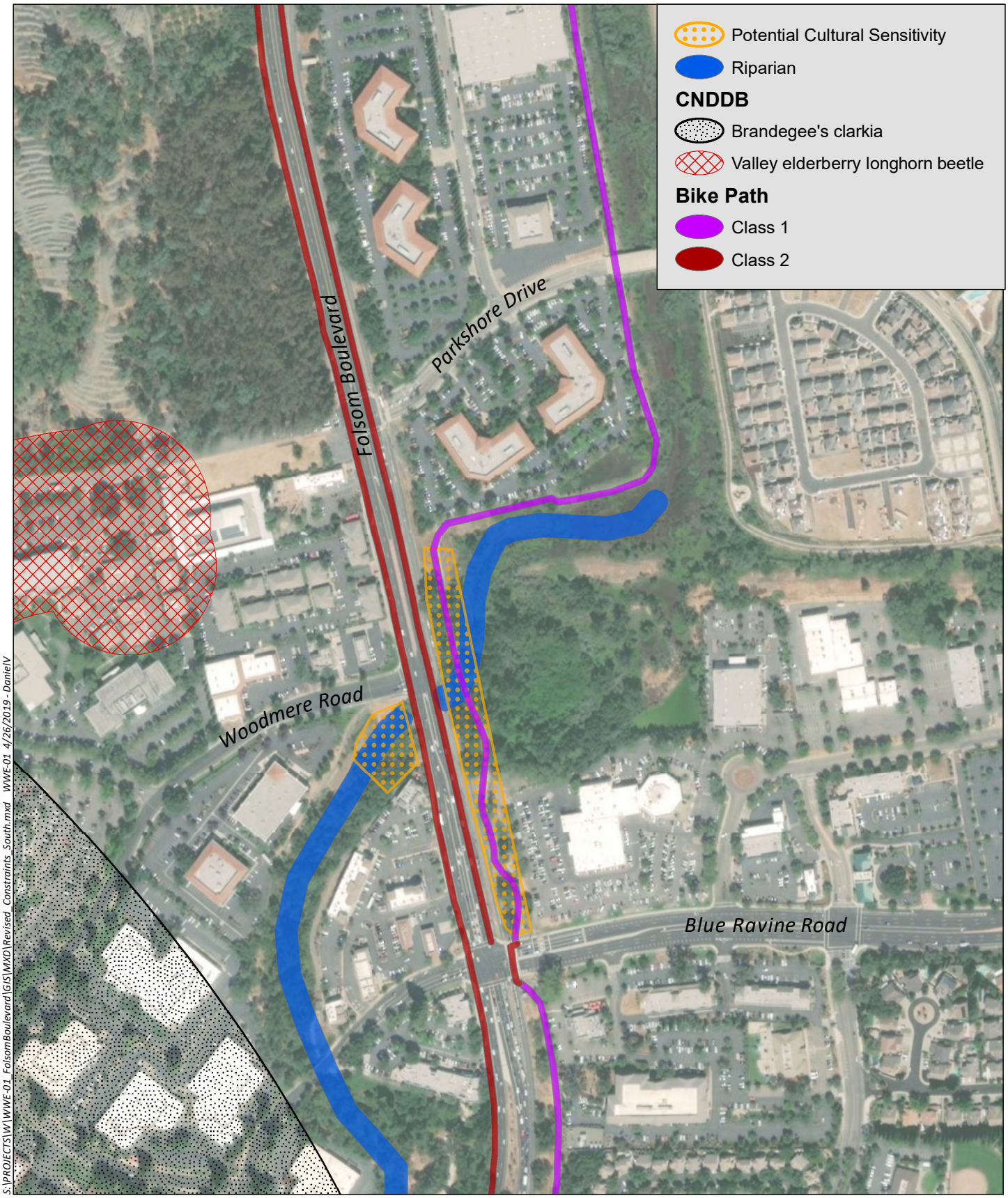


S:\PROJECTS\W\WWE-01_FolsomBoulevard\GIS\MXD\Revised_Constraints_North.mxd WWE-01 4/26/2019 - DanielV

HELIX Environmental Planning

Constraint Analysis

Figure 1



HELIX Environmental Planning

Constraint Analysis

Figure 2

Attachment B

Site Photos

Photo 1: The north end of the Folsom Boulevard alignment, looking south.

Photo 2: The elderberry shrub next to the Folsom Boulevard alignment.

Photo 3: Looking east along the Bidwell alignment.

Photo 4: The Bike Path alignment north of Glenn Road.

Photo 5: The storm drain culvert in the Bike Path alignment.

Photo 6: The Bike Path alignment looking north from Parkshore Road.

Photo 7: The Bike Path alignment south of Parkshore Road.

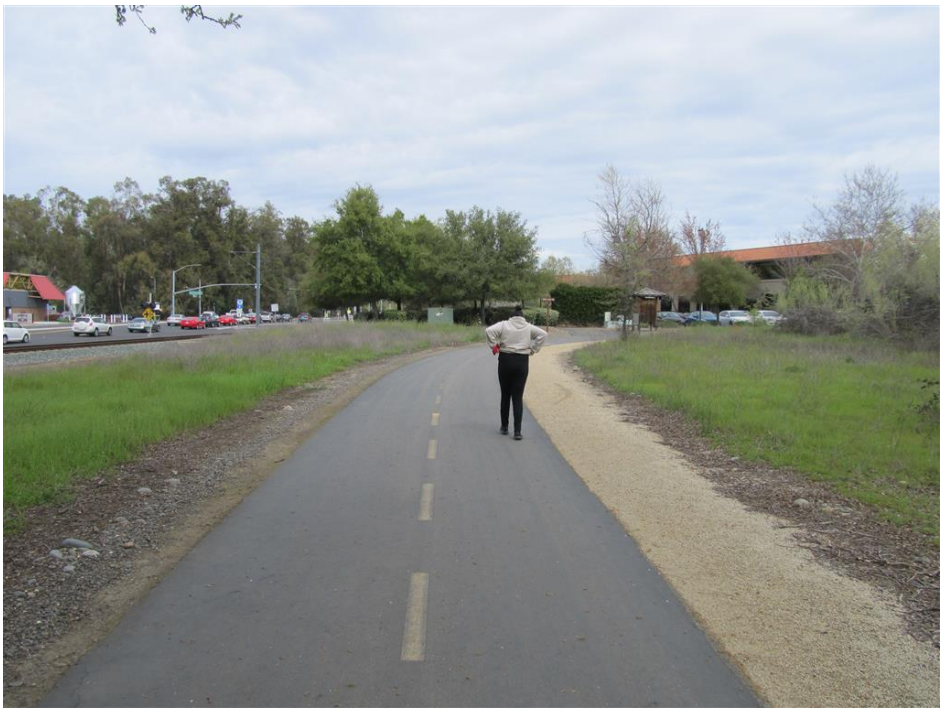


Photo 8: The Bike Path alignment north of Willow Creek.

Photo 9: The Bike Path alignment looking south across Willow Creek.

Photo 10: The Bike Path Continuation alignment looking south toward Blue Ravine Road.

Photo 11: The approximate limits of USACE (orange) and CDFW (red) jurisdiction on the north side of Willow Creek in the Folsom Boulevard alignment.

Photo 12: The approximate limits of USACE (orange) and CDFW (red) jurisdiction on the south side of Willow Creek in the Folsom Boulevard alignment.

Photo 13: The approximate limits of USACE (orange) and CDFW (red) jurisdiction on the south side of Willow Creek in the Bike Path alignment.

Photo 14: The approximate limits of USACE jurisdiction on the north side of Willow Creek in the Bike Path alignment.

Attachment C

Potential for Regionally-occurring Species to Occur in Project Area

Table C-1. Potential for Regionally-occurring Species to Occur in the Project Area

Scientific Name Common Name	FESA/CESA/ CRPR or Other State Status*	General Habitat Description	Potential to Occur	Rationale
Animals				
Agelaius tricolor tricolored blackbird	--/ST/--	Common locally throughout central California. Nests and seeks cover in emergent wetland vegetation, specifically cattails and tules. Nesting area must be large enough to support a minimum colony of 50 pairs as they are a highly colonial species. Forages on the ground in croplands, grassy fields, flooded land, and edges of ponds. Colonies exhibit a high degree of nest site fidelity (Shuford and Gardali 2008).	Will not occur	There is suitable emergent marsh habitat in Willow Creek east of Folsom Boulevard; however, there is no documented nesting colony at that location.
Ambystoma californiense California tiger salamander	FT/--/SSC	Inhabits vernal pools and seasonal ponds, including constructed stock ponds, in grassland and oak savannah plant communities from sea level to 1,500 feet in central California. Spends the majority of its life in upland areas in the vicinity of suitable breeding ponds, inhabiting rodent burrows. Suitable breeding habitat must be present in combination with suitable upland habitat. In the Central Valley, populations are scattered from the Sutter Buttes to Tulare County (USFWS 2015).	Will not occur	There is no suitable freshwater breeding habitat in the project site.
Antrozous pallidus pallid bat	--/--/SSC	Occurs throughout California except for the high Sierra Nevada and the northern Coast Ranges. Habitats include grasslands, shrublands, woodlands, and forests from sea level to 6,000 feet. Most common in open, dry habitats with rocky areas for roosting; roosts also include cliffs, abandoned buildings, bird boxes, and under bridges (Bolster, ed. 1998).	Will not occur	There is no suitable roosting habitat in the project site.
Branchinecta conservatio conservancy fairy shrimp	FE/--/--	Inhabits large, deep, somewhat alkaline vernal pools in the Central Valley. The species is sparsely distributed throughout the Central Valley from Red Bluff to Merced County, and also	Will not occur	There is no suitable vernal pool habitat in the project area.

Scientific Name Common Name	FESA/CESA/ CRPR or Other State Status*	General Habitat Description	Potential to Occur	Rationale
		occurs at two locations in Santa Barbara County (USFWS 2005).		
Branchinecta lynchi vernal pool fairy shrimp	FT/--/--	Vernal pools ranging from small, clear, sandstone rock pools to large, turbid, alkaline, grassland valley floor pools. It is most frequently found in pools measuring less than 0.05 acre; although has been collected from vernal pools exceeding 25 acres. The known range within California includes the Central Valley and southern California (USFWS 2005).	Will not occur	There is no suitable vernal pool habitat in the project area.
Buteo swainsoni Swainson's hawk	--/ST/--	Forages in grasslands, suitable grain or alfalfa fields, or livestock pastures adjacent to nesting habitat. Nests on large trees in open areas (CDFW 1994).	Will not occur	There is no suitable foraging habitat in the project area; Swainson's hawks are not known to nest north of U.S. Highway 50 in Folsom.
Desmocerus californicus dimorphus **valley elderberry longhorn beetle**	**FT/--/--**	**Endemic to elderberry shrubs (*Sambucus* spp.) with at least one stem ≥ 1 inch in diameter occurring in riparian habitat in the Sacramento and San Joaquin Valleys, and less commonly throughout riparian forests of the Central Valley from southern Shasta County to northern Fresno County typically below an elevation of 500 feet (USFWS 2017a). Documented occurrences in Willow Creek near the project area are possibly extirpated by development (CDFW 2019).**	**May occur**	**One elderberry shrub is present in the project area on the west shoulder of Folsom Boulevard near Glenn Road.**
Elanus leucurus white-tailed kite	--/--/FP	Inhabits rolling foothills and valley margins with scattered oaks, as well as river bottomlands or marshes next to deciduous woodland. Nests in isolated, dense-topped trees in open areas. Forages in a variety of habitats including grassland, marshes, and agricultural fields (Zeiner *et al.* 1990).	Will not occur	There is no suitable nesting or foraging habitat in the project area.
Emys marmorata **western pond turtle**	**--/--/SSC**	**Turtle that inhabits slow-moving water with dense submerged vegetation, abundant basking**	**May occur**	**Suitable habitat is present in Willow Creek between**

Scientific Name Common Name	FESA/CESA/ CRPR or Other State Status*	General Habitat Description	Potential to Occur	Rationale
		sites, gently sloping banks, and dry clay or silt soils in nearby uplands. Turtles will lay eggs up to 0.25-mile from water, but typically go no more than 600 feet (Jennings and Hayes 1994).		**Parkshore Road and Folsom Boulevard.**
Falco columbarius merlin	--/--/WL	Raptor that is present in California only during the winter; breeds in Alaska and Canada. Forages in a wide variety of habitats throughout California west of the Sierra-Cascade crest, favoring open habitats near water (Zeiner *et al.* 1990).	Will not occur	Does not breed in California; there is no suitable foraging habitat in the project area.
Hypomesus transpacificus Delta smelt	FT/--/--	Spawns in shallow, fresh or slightly brackish water upstream of the mixing zone. Most spawning happens in tidally-influenced backwater sloughs and channel edgewaters. Although spawning has not been observed in the wild, the eggs are thought to attach to substrates such as cattails, tules, tree roots and submerged branches. Delta smelt are found only from the Suisun Bay upstream through the Delta in Contra Costa, Sacramento, San Joaquin, Solano and Yolo counties (USFWS 1995).	Will not occur	The project area is outside the geographic range of delta smelt.
Lepidurus packardi vernal pool tadpole shrimp	FE/--/--	Vernal pools from 54 square feet to 89 acres, containing clear- to highly-turbid water. Its known range is within the Central Valley of California and in the San Francisco Bay area (USFWS 2005).	Will not occur	There is no suitable vernal pool habitat in the project area.
Oncorynchus mykiss irideus Central Valley steelhead	FT/--/--	Adults spawn in rivers and streams with cool, clear, water and suitable substrate. This distinct population segment includes all naturally spawned anadromous *O. mykiss* (steelhead) populations below natural and manmade impassable barriers in the Sacramento and San Joaquin Rivers and their tributaries, excluding steelhead from San Francisco and San Pablo Bays and their tributaries, as well as two artificial	Will not occur	The project site is above Nimbus Dam, which prevents migrating steelhead from passing upstream.

Scientific Name Common Name	FESA/CESA/ CRPR or Other State Status*	General Habitat Description	Potential to Occur	Rationale
		propagation programs: the Coleman NFH, and Feather River Hatchery steelhead hatchery programs (NOAA 2005).		
Rana draytonii California red-legged frog	FT/--/SSC	Adults require dense, shrubby or emergent riparian vegetation closely associated with deep (greater than 2 1/3-foot deep) still or slow-moving water. Associated with deep-water pools with dense stands of overhanging willows (*Salix* spp.) and an intermixed fringe of cattails (*Typha latifolia*). Well-vegetated terrestrial areas within the riparian corridor may provide important sheltering habitat during winter. Aestivates in small mammal burrows and moist leaf litter. Have been found up to 100 feet from water in adjacent dense riparian vegetation. Studies have indicated that this species cannot inhabit water bodies that exceed 70° F, especially if there are no cool, deep portions (USFWS 2001). There are no records of this species in the Folsom quad (CDFW 2019).	Will not occur	Suitable aquatic habitat is present in Willow Creek; however, the species is not known from the Folsom quad and is presumed to have been extirpated from the Central Valley. The nearest known population is near Sly Park Reservoir south of Pollock Pines.
Spea hammondii western spadefoot	--/--/SSC	Amphibian that breeds in vernal pools and seasonal ponds or slow portions of streams in grasslands and woodlands. Adults spend most of their time in underground burrows in grasslands surrounding breeding pools (Jennings and Hayes 1994).	Will not occur	There are no suitable vernal pools or seasonal ponds in the project area.
Thamnophis gigas giant garter snake	FT/ST/--	Endemic to the San Joaquin and Sacramento Valley floors. Inhabits agricultural wetlands and other waterways such as irrigation and drainage canals, sloughs, ponds, small lakes, low gradient streams, and adjacent uplands. Requires adequate water during its active season (early spring through mid-fall) to provide food and cover, emergent, herbaceous wetland vegetation for foraging and cover, grassy banks and	Will not occur	The project area is upstream of the Delta and valley floor region where giant garter snake occurs, and is upstream of Nimbus Dam, which prevents passage of snakes moving upstream.

Scientific Name Common Name	FESA/CESA/ CRPR or Other State Status*	General Habitat Description	Potential to Occur	Rationale
		openings in waterside vegetation for basking, and higher elevation uplands for cover and refuge from flood waters during its dormant season (winter). Inhabits small mammal burrows and other soil crevices with sunny exposure along south and west facing slopes, above prevailing flood elevations when dormant. Primarily found in marshes and sloughs as well as slow-moving creeks but absent from large rivers (USFWS 2017b). There are no records of giant garter snake in the Folsom quad (CDFW 2019).		
Plants				
Downingia pusilla dwarf downingia	--/--/2B.2	An annual herb found in mesic grasslands and vernal pools, from 1 to 445 meters in elevation. Currently distributed in the Central Valley from Fresno to Red Bluff, as well as Napa and Sonoma counties. Blooms March to May (CNPS 2019).	Will not occur	No suitable habitat on the project site.
Navarretia myersii ssp. *myersii* pincushion navarretia	--/--/1B.1	An annual herb found in vernal pools, from 20 to 330 meters in elevation. Currently distributed in the Central Valley from western Placer County to Merced. Blooms April to May (CNPS 2019).	Will not occur	No suitable habitat on the project site.
Orcuttia viscida Sacramento Orcutt grass	FE/SE/1B.1	An annual herb found in vernal pools, from 30 to 100 meters in elevation. Currently distributed in the eastern Central Valley between Sacramento and Stockton. Blooms April to July (CNPS 2019).	Will not occur	No suitable habitat on the project site.
Sensitive Natural Communities				
Northern Hardpan Vernal Pool	--/--/S3.1	Form in depressions in hummocky terrain (mima mounds) where a shallow, Iron-Silica cemented layer in the soil causes a perched water table to form during the winter (Holland 1986).	Not Present	There are no vernal pools in the project area.
Northern Volcanic Mud Flow Vernal Pool	--/--/S1.1	Form in depressions in Tertiary pyroclastic flows (mostly in the Merhten formation) associated with volcanism in the Sierra Nevada. The	Not Present	There are no vernal pools in the project area.

Scientific Name Common Name	FESA/CESA/ CRPR or Other State Status*	General Habitat Description	Potential to Occur	Rationale
		depressions fill following winter rains (Holland 1986).		
Valley Needlegrass Grassland	--/--/S3.1	A mid-height (up to 2 feet) grassland dominated by the native perennial bunchgrass *Stipa pulchra*. Occurs on fine-textured clay soils that are saturated in the winter and very dry in the summer (Holland 1986).	Not Present	This community does not occur in the project area.

Note: Bold font indicates a species with the potential to occur in the project site; these species are evaluated in detail in the body of the report.

*FESA=Federal Endangered Species Act; CESA=California Endangered Species Act; FE – FESA endangered; FT – FESA threatened; FC – FESA candidate; FD – FESA delisted; SE – CESA endangered; ST – CESA threatened; SSC – state species of special concern; WL – Watch List; CRPR – California Rare Plant Rank (see definitions of CRPR rankings below)
CRPR rankings:
1B = Rare, threatened, or endangered in California and elsewhere
1B.1 = Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
2B = Rare, threatened, or endangered in California but more common elsewhere.
2B.2 = Fairly endangered in California (20-80% occurrences threatened)
Sensitive Natural Communities are ranked in descending order of sensitivity from S1 (critically imperiled in the State) to S5 (relatively secure).

Attachment D

Cultural Records Search

Cultural Resources Assessment

On April 2, 2019, a record search was conducted by HELIX Senior Archaeologist, Carrie D. Wills, at the North Central Information Center (NCIC) located in Sacramento, CA. The record search radius included the project area and a 1,000-foot buffer beyond the project area boundaries.

To identify any known historic properties or cultural resources, the current inventories of the National Register of Historic Places (NR), the California Register of Historic Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California State Historic Resources Inventory (HRI) for Sacramento County were reviewed. Historic maps were also examined to gain insights into past developments and changes within the project area and its surroundings.

The NCIC results indicate that 25 historic resources and two precontact resources have been recorded within the search radius.

- Within Project Area: The historic resources within the project area consist of an historic age orchard/landscape, building/structure foundations, Folsom Mining District Tailings, two historic single-family properties, a Southern Pacific Railroad Box Car, a portion of the Sacramento/Placerville Railroad, a Pullman Passenger Coach, the Natomas Mining Diggings, the Village of Natoma and a portion of the Sacramento Valley Railroad. One precontact resource consisting of a burial, midden soil, beads, and a projectile point.
- Within 1,000-foot Radius: The historic resources within the 1,000-foot radius consist of 11 historic single-family properties, a historic transmission line, a historic mine/quarry, the Chung Wah Cemetery, and a precontact isolate consisting of a single pestle and mano.

In addition to the resources, 22 reports have been prepared within the search radius.

Conclusions and Recommendations

Nine of the twelve resources recorded within the project area are located in the northern portion of the project area and three are within the southernmost project area. Therefore, the northern portion is considered more sensitive. However, the two single family properties in the northern portion presumably would not be impacted by project activities. In addition, the Folsom Mining District and the Natomas Mining Diggings are broadly defined historic districts covering much of the Folsom and Sacramento area and appear to have been significantly disturbed over the years. Therefore, it seems highly unlikely that intact historic resources associated with the districts would be impacted by the proposed project. The foundations and the railroad boxcar, pullman passenger coach and the portion of the Sacramento/Placerville railroad should be located prior to project activities and avoided, if possible.

In the southern portion of the project area, an archaeologist should locate and then provide an action plan for the precontact burial site. On the record search map, the precontact site only slightly crosses within the project area so there may be no impacts, depending on the location of project activities. The Village of Natoma was recorded in 1986 and the entire area (near Blue Ravine and Folsom Boulevard) has been urbanized with recent buildings and roads, and it is doubtful that any remnants of the Village remains extant. However, a pedestrian survey could determine if there were remnants of the Village present and if they would be impacted by the project and mitigation provided, if necessary. The orchard/landscape resource extends along the western side of Folsom Boulevard and appears to be

extant. If project activities would extend into this area, an archaeological survey conducted with specific project activity locations in mind could provide an action plan and mitigation, if needed.

An archaeological survey of specific project areas could include a plan for avoidance for additional sensitive resources located outside the current project area as well as recommendations for further study and/or mitigation, as needed.