

# RECLAMATION

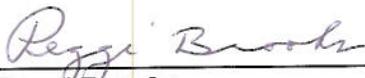
*Managing Water in the West*

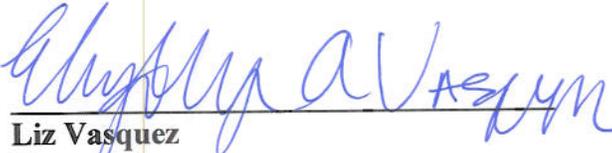
## FINDING OF NO SIGNIFICANT IMPACT

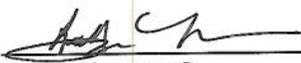
### Lake Natoma Waterfront and Trail Access Enhancement Project

FONSI 14-10-CCAO

Recommended:  12/19/14  
Beth Dyer  
Natural Resource Specialist  
Date

Recommended:  12/19/14  
Peggi Brooks  
Chief, Recreation Management Division  
Date

Concur:  12/19/14  
Liz Vasquez  
Chief, Resource Management Division  
Date

Approved:  Acting 12/22/14  
Drew Lessard,  
Area Manager, CCAO  
Date



U.S. Department of the Interior  
Bureau of Reclamation  
Central California Area Office

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November 2014

RECLAMATION  
Managing Water in the West

FINDING OF NO SIGNIFICANT IMPACT  
Lake Natoma Waterfront and  
Trail Access Enhancement Project

FORM 14-10-CAL

12/11/14  
Date  
National Resource Specialist

12/11/14  
Date  
Chief, Recreation Management Division

12/11/14  
Date  
Chief, Resource Management Division

12/22/14  
Date  
Area Manager, CWA



**UNITED STATES DEPARTMENT OF THE INTERIOR**  
**BUREAU OF RECLAMATION**  
Central California Area Office

**FINDING OF NO SIGNIFICANT IMPACT**

**Lake Natoma Waterfront and Trail Access Enhancement Project**  
**Sacramento County, California**

**FINDINGS**

The Bureau of Reclamation (Reclamation) has determined authorizing the City of Folsom (City) to construct and enhance the existing trails will not have significant impacts on the quality of the human environment with the implementation of mitigation measures as proposed in the Lake Natoma Waterfront and Trail Enhancement Project Environmental Assessment. Consequently, an environmental impact statement (EIS) is not required. This decision is based on a thorough review of the Lake Natoma Waterfront and Trail Enhancement Environmental Assessment (EA) dated May 2013. Review of the information in the final EA shows that no supplement or additional evaluation is needed. This decision is in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, the Council of Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508), and the Department of the Interior regulations for implementation of NEPA (43 CFR Part 46).

**DECISION**

Reclamation has decided to approve the Proposed Project at Lake Natoma, as described in the EA. The Final EA contains two alternatives. The alternative to pave the complete trail was rejected due to the cost. Review of the information in the final EA dated May 2013 shows that no supplement or additional evaluation is needed due to the California Courts review of the project for California Environmental Quality Act (CEQA) compliance.

**REASON FOR THE DECISION**

A Finding of No Significant Impact is supported by the following factors:

1. Development of the Proposed Project would not alter the current scenic vista and visual quality of the area and would not substantially adversely effect, damage, or degrade the current visual characteristics of the project area through grading during trail development or through the addition of handrails, retaining walls, or paved pathways.
2. Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the State Water Resources Control Board (SWRCB). Grading and earth moving activities associated with the components of the Proposed Project have the potential to result in soil erosion, siltation, and contamination of storm water. However, the storm water pollution prevention plan (SWPPP)

required under the Section 402 of the Clean Water Act will identify the best management practices (BMPs) that will be used to reduce the potential for surface water contamination from construction activities to a minimal level. The existing drainage pattern of the site or area would remain the same and there would not be a substantial increase in the impermeable surface area that would result in increased runoff rates that could lead to substantial erosion or siltation on- or off-site. Anticipated runoff from the proposed trail and parking areas would drain to Lake Natoma but would not result in a substantial source of polluted runoff. The Proposed Project does not involve construction of any habitable structures and would not impede or redirect flood flows nor would it expose people or structures to a significant risk of loss, injury, or death involving flooding. The project is not located in an area with the potential for seiches, tsunamis, or mudflow.

3. The Proposed Action would not conflict with any applicable local land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Proposed Project is consistent with the goals of the FLSRA and FPSHP General Plan/Resource Management Plan (Plan) which designates the project site as a management area for “Low Intensity Recreation/Conservation”, or “areas whose natural and cultural resource values will be protected and restored while accommodating lower intensity recreation and interpretation that is compatible with and dependant on the resource values...resource management in conservation areas emphasizes protecting and restoring natural processes with only minor modification of non-sensitive resources permitted to accommodate additional visitor uses as appropriate.” Impacts to the project site would be minimal and in accordance with the Plan’s conservation and recreational goals. The Proposed Action would also be consistent with all applicable General Plan policies. The Proposed Project would enhance recreational facilities adjacent to the American River, Lake Natoma, the FPSHP, and FLSRA, which is consistent with the City of Folsom General Plan Policy 1.6 which promotes the enhancement and maintenance of the Historic District. Therefore, the Proposed Action would not conflict with any applicable local land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating and environmental effect.
4. As noted above, the project site does not have the potential to experience topsoil liquefaction during seismic events due to the distance to the nearest active fault. In addition, the Proposed Project would not result in the development of new habitable structures and therefore impacts from geologic hazards would be minimal. Although parts of the project site have some susceptibility for landslides, incorporation of the retaining walls in the project design would reduce the potential for landslides to a

minimal level. BMPs incorporated into the SWPPP would reduce impacts to soil resources.

5. With the implementation of standard operating procedures for filling and servicing construction vehicles and provisions for notifying authorities for observed contamination, adverse impacts associated with hazardous materials handling during construction would be minimized. Equipment used during grading and construction activities may create sparks, which could ignite dry grass or shrubbery on the project site. This risk, similar to that found at other construction sites, is considered moderate. However, with the implementation of standard operating procedures for wildfire ignition prevention, impacts associated with fire hazards during construction would be minimized. Additionally, construction activities may cause temporary delays in traffic near the Lake Natoma Bridge and Gold Lake Drive. Such delays would be typical for a construction project of this nature, and are not anticipated to interfere with or impact any adopted emergency response plan or emergency evacuation plan.
6. With the incorporation of a traffic control plan into the project description, impacts from construction of the Proposed Project would result in minimal impacts to the transportation network. Due to dispersed project access and the small number of new visitors to the project site, project-related traffic would not cause an exceedence of the acceptable capacity on Gold Lake Drive, Leidesdorff Street, or Folsom Boulevard. Operation of the Proposed Project would result in a minimal impact to the transportation and emergency access.
7. Implementation of the project would not alter or restrict public service routes, or increase the potential demand for public services. The majority of new structures (paths, handrails, pathways, and bridges) would be built outside of existing roadways. The Proposed Action would enhance the City's existing recreation facilities through the creation of a new pedestrian pathway which would improve community access to the American River, Lake Natoma, and the Folsom Historical District while promoting the policies listed within the City's General Plan. As such, no impacts would occur.
8. Project implementation could affect biological resources including special status species. However, with the inclusion of protective and mitigation measures with the Valley Elderberry Longhorn Beetle Effects Analysis, measures to avoid impacts to nest sites for migratory birds and other birds of prey, mitigation measures to avoid project-related impacts to roosting sites for pallid bats, mitigation measures to avoid project-related impacts to western pond turtle, mitigation measures for any impacts to riparian habitat, measures to avoid potential short-term adverse effects to waters of

the U.S., and mitigation measures to reduce impacts from tree removal, impacts to biological resources would be minimal.

9. Project implementation could affect indirectly or directly known cultural resources and has the potential to affect unknown buried archaeological resources, as archaeological sites may be present with no surface manifestation. However, with the inclusion of monitoring by qualified personnel and provisions for inadvertent discovery of historic resources, impacts to cultural resources would be minimal. Reclamation consulted with the SHPO regarding a determination of no adverse effects to historic properties resulting from the waterfront trail development. Reclamation's responsibilities under Section 106 have been fulfilled.
10. There are no Indian trust assets (ITAs) reserved or granted to Indian tribes within the project area of effect for the Proposed Action.
11. There are no identified Indian Sacred Sites within the Action Area and therefore this project will not inhibit use or access to any Indian Sacred Sites.
12. As there will be no changes to land use and there are no minority populations as defined by EO 12898 in the vicinity of the project site, the Proposed Action would not impose disproportionately high or adverse human health or environmental effects on minority populations and/or low-income populations. The improvement of the pedestrian pathway would result in beneficial socioeconomic impacts for Folsom through the encouragement of use from both locals as well as distant visitors using the Lake Natoma portion of the Lake Natoma Bike Trail.
13. With minimal emissions of reactive organic gases and oxides of nitrogen, construction of the Proposed Project would result in a minimal impact associated with ozone precursors and regional air quality. Construction of the Proposed Project would have a minimal odor impact on the environment. ROG and NOx emissions from the operation of the Proposed Project would not exceed the SMAQMD threshold or de minimis level for ozone precursors and a conformity determination is not required (40 CFR Part 51). Operation of the Proposed Project would result in a minimal impact associated with ozone precursors and regional air quality. Operational activities would not emit odors; therefore, the Proposed Project would have no odor impact on the environment.
14. Given the size and scope of the Proposed Project GHG emissions would be less than 25,000 MT from construction. Construction of the Proposed Project would have a minimal impact on climate change. The Proposed Project meets the screening criteria provided in SMAQMD's 2011 *CEQA Guide to Assessing Air Quality*; therefore, GHG emissions from the

operation of the Proposed Project is assumed not to conflict with any existing climate action plan, policy, or regulations nor significantly impact the environment or exceed the federal GHG emissions reporting threshold of 25,000 MT. Operation of the Proposed Project would have a minimal impact on climate change.

15. Construction of the project would create a short-term source of noise. Implementation of the City's Noise Ordinance would reduce any short-term construction impacts below noise policy levels cited within the Folsom Ordinance policy identified above. Operation of the Proposed Project would not introduce any new noise or vibration sources. No effect would occur.

