Folsom City Council
Staff Report

MEETING DATE:	12/10/2024
AGENDA SECTION:	Public Hearing
SUBJECT:	Hillsborough Area 40 Large-Lot Subdivision Map - Vicinity of Prairie City Road and Mangini Parkway in the Folsom Plan Area (SUBPM22-00159) i. Resolution No. 11308 – A Resolution to Adopt an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and Approve a Large-Lot Tentative Subdivision Map for the Hillsborough Area 40 Large-Lot Subdivision Map Project
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff forwards the Planning Commission's recommendation that the City Council take the following action:

1. Approve Resolution No. 11308 Adopting an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and Approving a Large-Lot Tentative Subdivision Map for the Hillsborough Area 40 Large-Lot Tentative Subdivision Map Project.

BACKGROUND / ISSUE

The applicant, Aerojet Rocketdyne Inc., is requesting approval of a Large-Lot Tentative Subdivision Map (LLTSM) to subdivide a 148.2-acre parcel located in the vicinity of Prairie City Road and Mangini Parkway, within the Folsom Plan Area Specific Plan (FPASP), into seven (7) individual parcels for future sale and development. No development rights are sought with the proposed LLTSM. The proposed LLTSM will result in the creation of a total of 7 lots, most of which will continue to include multiple Specific Plan land use designations. The proposed project also includes the dedication of Rights-of-Ways and Public Utility Easements to allow for development of future roadways and associated infrastructure improvements. It is important to

note that the proposed large lots approximate the project area's Specific Plan land use designations and FPASP parcels, but do not adhere perfectly to them. This is due to several factors including anticipated roadway realignments and mapping efficiency. No land use changes or modifications are proposed with this project. The applicant states that future parcel configuration will be consistent with the approved Land Use Plan. If that is infeasible then General Plan and/or Specific Plan Amendments (or Minor Administrative Modifications, if applicable) will be sought to bring the land uses and parcel lines into conformance. The Planning Commission considered this project at its October 30, 2024, meeting and unanimously recommended City Council approval (Attachment 3).

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps be forwarded to the City Council for final action. City Council actions regarding Tentative Subdivision Maps are covered under Section 16.16.080 of the FMC.

ANALYSIS

General Plan and Specific Plan Consistency

The 148.2-acre project site has multiple General Plan land use designations including:

- SF (Single-Family)
- SFHD (Single-Family High Density)
- MHD (Multi-Family High Density)
- OS (Open Space)
- P (Park)

In addition, the project site has multiple Specific Plan designations including:

- SP-SF-PD (Specific Plan-Single-Family-Planned Development Permit District)
- SP-SFHD-PD (Specific Plan-Single-Family High Density-Planned Development Permit District)
- SP-MHD-PD (Specific Plan-Multi-Family High Density-Planned Development District)
- SP-OS1 (Specific Plan-Preserve Open Space)
- SP-OS2 (Specific Plan-Passive Open Space)
- SP-P (Parks)

The existing General Plan and the Specific Plan land use designations are consistent with each other and are not proposed to change as part of this project.

As no development is proposed with this specific application, the only relevant development standard applicable to the subdivision map is minimum lot area. The minimum required lot area for these properties ranges from 4,000 square feet for the SP-SFHD-PD designated parcel up to 0.5-acres for the SP-MHD-PD designated parcel, with no minimum lot size requirements being applicable to the SP-OS1, SP-OS2, and SP-P designated parcels. Staff has determined that the proposed project meets the minimum lot area requirement as all seven of the newly created parcels exceed the minimum lot size requirement based on their individual Specific Plan designations. In addition, staff has determined that the proposed project will not conflict with any known applicable plans or policies by agencies with jurisdiction over the project or the project site.

Large-Lot Tentative Subdivision Map
The primary purpose of the proposed project is to accommodate the sale, lease, and financing of the newly created large lots in accordance with the requirements of the Subdivision Map Act. No development rights are being requested, and to that effect, there is a note on the Large-Lot Tentative Subdivision Map stating that.

In most cases, future small-lot tentative maps will further subdivide the large parcels of land into smaller lots consistent with the FPASP land use and allocation map. These future tentative maps and/or entitlements will seek development rights after the transfer of land to the developer is completed. The future parcel configurations will be consistent with the approved FPASP land use plan and will establish discreet parcels of land based on the FPASP land use boundaries (meaning, the future maps will create lots with singular land use designations, versus this LLTSM where there are large lots with multiple land use designations). Large lots with multiple land use designations exist throughout the FPASP; in most cases, it is with individual small-lot tentative maps that the smaller lots are created to be consistent with the FPASP land use boundaries. Processing and approval of a Small-Lot Tentative and Final Map and Planned Development Permit applications or other appropriate entitlements will be required prior to grading, construction, or any development of the parcels created by this Large-Lot Tentative Subdivision Map.

Staff has determined that the proposed Large-Lot Tentative Subdivision Map complies with all City requirements (Folsom Municipal Code [FMC], Chapter 16.16), as well as with the requirements of the State Subdivision Map Act.

FINANCIAL IMPACT

No financial impact is anticipated with the approval of the Large-Lot Tentative Subdivision Map as the project will not result in any changes to the total number of residential units within the FPASP.

ENVIRONMENTAL REVIEW

An Environmental Impact Report/Environmental Impact Study (EIR/EIS) was previously adopted by the City Council for the FPASP on June 28, 2011, in accordance with the California Environmental Quality Act (CEQA). An Addendum to the FPASP EIR/EIS was subsequently adopted by the City Council on May 24, 2016, for the Hillsborough Specific Plan Amendment project. The Addendum concluded that the Hillsborough SPA would not result in any new or substantially more severe environmental impacts as compared to the FPASP EIR/EIS. A Subsequent EIR was adopted by the City Council for the City of Folsom General Plan Amendments for Increased Residential Capacity Projects on August 27, 2024. The project changed approximately 13 acres in the project area from the Community Commercial land use designation to the Multifamily High Density land use designation.

An Addendum to the FPASP EIR/EIS was prepared for this project on September 17, 2024, that found the potential impacts of the proposed LLTSM project to be adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments

for Increased Residential Capacity Project Subsequent EIR (Attachment 8). Based on the analysis in the Addendum, the City has determined that the previously prepared environmental documents fully address all the impacts of the proposed project. All mitigation measures applicable to the project still apply, and no new mitigation measures are needed. Therefore, staff recommend that the City Council adopt the Addendum to the FPASP EIR/EIS.

ATTACHMENTS

1. Resolution No. 11308 – A Resolution to Adopt an Addendum to the Folsom Plan Area Specific Plan EIR/EIS and Approve a Large-Lot Tentative Subdivision Map for the Hillsborough Area 40 Large-Lot Tentative Subdivision Map Project
2. Planning Commission Staff Report, dated October 30, 2024
3. Minutes from October 30, 2024, Planning Commission Meeting
4. Vicinity Map
5. Large-Lot Tentative Subdivision Map, dated August 9, 2024
6. Land Use Overlay, dated August 20, 2024
7. Project Narrative, dated August 9, 2024
8. Addendum to the FPASP EIR/EIS, dated September 17, 2024

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1

A Resolution To Adopt an Addendum to the Folsom Plan Area Specific Plan EIR/EIS And Approve A Large-Lot Tentative Subdivision Map And Addendum For The Hillsborough Area 40 Large-Lot Tentative Subdivision Map Project

RESOLUTION NO. 11308

A RESOLUTION TO ADOPT AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS AND APPROVE A LARGE-LOT TENTATIVE SUBDIVISION MAP FOR THE HILLSBOROUGH AREA 40 LARGE-LOT SUBDIVISION MAP PROJECT

WHEREAS, the Planning Commission on October 30, 2024, held a public hearing on the proposed Large-Lot Tentative Subdivision Map, considered public comment and, based on the proposed configuration of the seven large-lot parcels, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

WHEREAS, the Planning Commission on October 30, 2024, held a public hearing on the proposed Large-Lot Tentative Subdivision Map and related Addendum to the Folsom Plan Area Specific Plan (FPASP) Environmental Impact Report/Environmental Impact Statement (EIR/EIS), considered public comment, and determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan; and

WHEREAS, notice has been given at the time and in the manner required by State Law and City Code; and

WHEREAS, an Addendum to the FPASP EIR/EIS has been prepared for the Hillsborough Area 40 Large-Lot Subdivision Map project in accordance with the California Environmental Quality Act (CEQA).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby adopts the Addendum to the FPASP EIR/EIS for the Hillsborough Area 40 Large-Lot Subdivision Map project; and

BE IT FURTHER RESOLVED that the City Council of the City of Folsom hereby approves a Large-Lot Tentative Subdivision Map creating seven large-lot parcels, as shown in Exhibit "A"; and

These approvals are all subject to the conditions of approval attached as Exhibit "B" and this Resolution is based on the following findings:

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 THE FOLSOM PLAN AREA SPECIFIC PLAN.

CEQA FINDINGS

C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.

D. THE CITY HAS DETERMINED THAT THE HILLSBOROUGH AREA 40 LARGE-LOT TENTATIVE SUBDIVISION MAP PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED.

E. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.

F. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE FOLSOM PLAN AREA SPECIFIC PLAN (FPASP) AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT.

G. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE HILLSBOROUGH AREA 40 LARGE-LOT TENTATIVE SUBDIVISION MAP PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AS WELL AS THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN AND FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENTS.

H. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM TO THE FPASP EIR/EIS WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

TENTATIVE SUBDIVISION MAP FINDINGS

I. THE PROPOSED LARGE-LOT TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.

J. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

K. AS CONDITIONED, THE DESIGN OF THE LARGE-LOT TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND UNAVOIDABLE INJURY TO FISH OR WILDLIFE OR THEIR HABITAT.

L. AS CONDITIONED, THE DESIGN OF THE LARGE-LOT TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

M. THE DESIGN OF THE LARGE-LOT TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

PASSED AND ADOPTED this 10th day of December, 2024, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

_____
MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

Exhibit A

Large Lot Tentative Subdivision Map

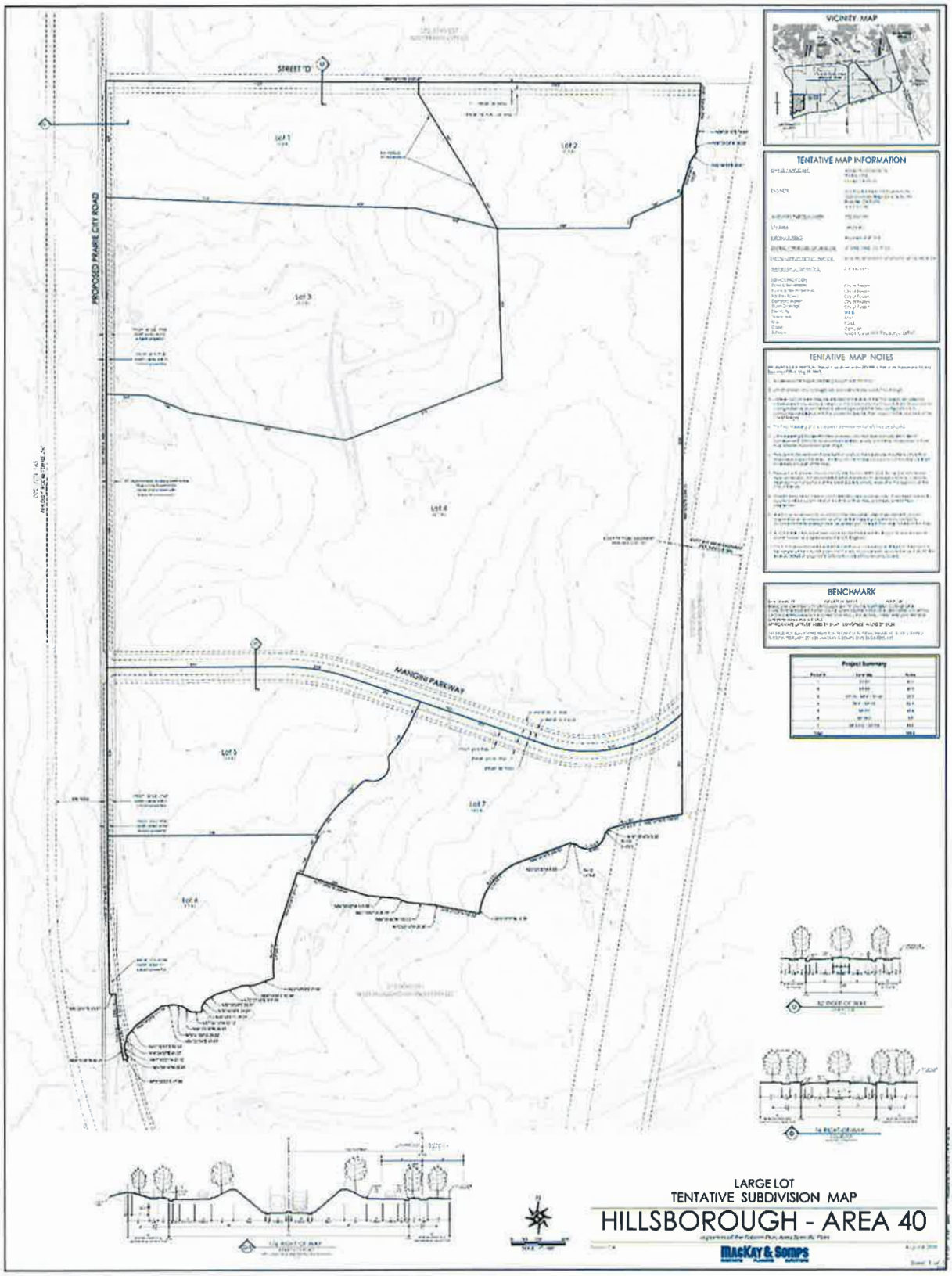
VICINITY MAP
TENTATIVE MAP INFORMATION
TENTATIVE MAP NOTES
BENCHMARK
Project Summary
STREET 'D'
PROPOSED PRAIRIE CITY ROAD
MANGINI PARKWAY
Lot 1
Lot 2
Lot 3
Lot 4
Lot 5
Lot 6
Lot 7
LARGE LOT
TENTATIVE SUBDIVISION MAP
HILLSBOROUGH - AREA 40
MacKay & Somps

Exhibit B

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
		GENERAL REQUIREMENTS		
1.		***Final Map*** The applicant shall submit a Large-Lot Final Map to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. Large-Lot Tentative Subdivision Map, dated August 9, 2024 2. Land Use Overlay, dated October 8, 2024 The Large-Lot Tentative Subdivision Map is approved for the creation of seven (7) individual lots (Hillsborough Area 40 Large-Lot Tentative Subdivision Map Project). Implementation of the project shall be consistent with the above-referenced items, the Folsom Plan Area Specific Plan (FPASP) as Amended, the Hillsborough Specific Plan Amendment Per Ordinance No. 1254-1258, and these conditions of approval. The final map shall delineate the area shown as Lot 38 in the FPASP and reference the Remedial Action Plan (RAP) for said site.	M, OG	CD (E)(P)
2.		***90-Day Protest Period*** The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions. The applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the applicant will be legally barred from later challenging such exactions.	M	CD (E)(P)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
3.		***No Development Rights*** The approval of this Large-Lot Tentative Subdivision Map does not convey any right to develop. Processing and approval of a Small-Lot Final Map and/or Design Review/Planned Development Permit applications shall be required prior to grading, construction, or any development of the parcels created by this Large-Lot Tentative Subdivision Map. As a condition of a subsequent Small-Lot Tentative Subdivision Map, the City shall identify improvements necessary to develop the subject parcels. These improvements may include on and off-site roadways, water, sewer, storm drainage, landscaping, soundwalls, and other similar improvements.	M	CD (E)(P)
4.		***Indemnity for City*** 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, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. 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: The City bears its own attorney's fees and costs; and The City defends the claim, action or proceeding in good faith 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. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.	OG	CD (P)(E)(B) PW, PR, FD, PD

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
5.		***Street Names*** The Applicant shall use street names as shown in the Folsom Plan Area Specific Plan, and in the case of unnamed streets, select street names from the City's approved list or subsequently approved by the Planning Commission for the final subdivision map	M	CD (E)(P)
6.		***ARDA and Amendments*** The owner/Applicant shall comply with all provisions of Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	M	CD (P)(E)
7.		***Public Right of Way Dedication*** As provided for in the Amended and Restated Development Agreement (ARDA) and Amendment No. 1 thereto, and any approved amendments thereafter, at recordation of Final Map the owner/applicant shall offer to dedicate all public rights-of-way such that public access is provided to each and every lot as shown on the Large-Lot Tentative Subdivision Map.	M	CD (E)(P)
8.		***Public Utility Easements*** The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility easements for underground facilities (i.e., SMUD PG&E, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)
9.		***FMC Compliance*** The Final Large-Lot Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)
10.		***Single Phase*** The Final Large-Lot Map shall be recorded in one phase.	M	CD(E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
11.		***Validity*** The project approval granted under this staff report (Large Lot Tentative Subdivision Map) shall remain in effect for a period of twenty-four (24) months (December 10, 2026) pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. If a Final Map is not recorded within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to Section 16.16.120 of the Folsom Municipal Code. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval or entitlement authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the two-year period referenced in FMC 16.16.110A for finaling the map shall be tolled during the time that any litigation is pending, including any appeals. In the event of a conflict between this Condition and language of Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement (ARDA), the ARDA language shall control.	M	CD(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
12.		***Taxes and Fees*** The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and the Amended and Restated Development Agreement.	M	CD (P)(E)
13.		***Assessments*** If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
14.		***Consultant Services*** 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 mapping documents, building plans, improvement plans, or beginning inspection, whichever is applicable.	M	CD (P)(E)
15.		***FPASP Development Impact Fee*** The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (November 20, 2024)(), or otherwise shall be governed by the terms of Amendment No. 1 to the ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	M	CD (P) PW, PK

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
16.		***Outside Legal Counsel*** 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.	M	CD (P)(E)
17.	✓	***Mitigation Measures*** The Hillsborough Area 40 Large-Lot Tentative Subdivision Map project shall be subject to all mitigation measures identified in the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), Hillsborough GPA/SPA Addendum (May 2016), City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR, and the Hillsborough Area 40 Large-Lot Tentative Subdivision Map Addendum.	M	CD (P)(E)
MAP REQUIREMENTS				

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
18.		***Affordable Housing Deed Restriction*** A note shall be placed on the Final Map as follows: *Lot 5 as shown on the Large Lot Tentative Subdivision Map (13.9-acre parcel) is subject to deed restriction for affordable housing purposes. Said deed restriction shall require a minimum area of 10 acres of said lot to be deed-restricted for the development of not less than 320 multi-family housing units affordable to low-, very-low, and/or extremely-low income households (as those terms are defined in Sections 50079.5, 50093, 50150, and 50106 of the Health and Safety Code) on the subject property. The 320 multi-family affordable housing units shall be deed restricted for a period of at least 55 years from the date of recording.*	M	CD (E)
19.		***Remediation*** A note shall be added to the final map that states: *Portions of this large lot map are located within Aerojet's Area 40 site, which is currently undergoing remediation. All entitlement requests and development applications located within the Area 40 site require concurrence from the Environmental Protection Agency (EPA) to show that the area has been fully remediated in accordance with the Final Remedial Action Plan and is now safe and eligible for development.* An approximate outline of Area 40 within project boundaries is required to be shown on the LLFM, see Condition No. 1.	M	CD (E)
20.		***FPASP Compliance*** A note shall be added to the final map that states: *This map is subject to requirements outlined in the Folsom Plan Area Specific Plan as amended August 27, 2024, and the Hillsborough Specific Plan Amendment per Ordinance Nos 1254-1258.*	M	CD (E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
21.		***FPASP Parcel 38*** Delineate FPASP Parcel 38 as shown in Figure 4.3- Plan Area Parcels of the FPASP, as amended August 2024, on the Final Map. Any future Small Lot Tentative Map of the area that includes that parcel shall create a new parcel consistent with the boundaries of FPASP Parcel 38 to ensure adequate measures are taken to separate the area from the rest of Community Park West.	M	CD (P)(E)
22.		***Affordable Housing Deed Restriction*** Simultaneous with approval of a Development Plan for Lot 5 as shown on the Large Lot Tentative Subdivision Map (13.9-acre parcel) the owner/applicant shall create and record a deed restriction on a portion of said Lot 5 to restrict use of such property to affordable housing purposes only. Said deed restriction shall be in a form approved by the City Attorney. Said deed restriction shall require a minimum area of 10 acres of said lot to be deed-restricted for the development of not less than 320 multi-family housing units affordable to low-, very-low, and/or extremely-low income households (as those terms are defined in Sections 50079.5, 50093, 50150, and 50106 of the Health and Safety Code) on the subject property. The 320 multi-family affordable housing units shall be deed-restricted for a period of at least 55 years from the date of recording unless a different term is approved by the City Council.	M	CD (E)
23.		***School District Map Copy*** Upon recordation of the Final Map, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	OG	CD (E)
24.		***Digital Map Copy*** Upon recordation of the Final Map, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.	OG	CD (E)
25.		***Bikeway Plan*** Upon recordation of the Final Map, Applicant/Owner shall dedicate easements for Class I and Class II bike trails as shown on Figure 7.32 – Bikeway Plan of the FPASP, as applicable to the project area. Easement areas shall be shown on the Final Map.	M	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
26.		***Backbone Infrastructure*** The owner/applicant and all subsequent applicants, heirs, and successors with intention of further subdividing the large lots established herein are required to provide to the Community Development Department for review and approval by the City Engineer a Backbone Infrastructure Plan. Acknowledging Condition of Approval #3 above conveying no development rights with this approval, this condition applies to all future subsequent subdivision and parcel maps where development is intended, including but not limited to, condominium and townhome projects. Additional studies and supporting documentation may also be required as part of that future effort. For such subsequent mapping, and as provided for in the ARDA, Amendment No. 1, and the FPASP, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary rights of way, public utility easements, public water main easements, public sewer easements, oak woodland preserves, park dedications, future circulation elements, hydraulic infrastructure dedication, irrevocable offers of dedication and temporary construction easement. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City Engineer and recorded with the Sacramento County Recorder pursuant to the timing requirements set for in Section 3.8 of the ARDA and any amendments thereto.	M	CD (E), EWR, PW, Parks, FD
27.		***Prairie City Section*** The cross section as presented in the proposed large lot tentative map may be revised to based on a mutually agreed upon cross section between the City and the County with coordination of the applicant that will adequately serve the City and County functional needs on Prairie City Road. City and County staff are currently in discussions and will work with the applicant to address any revisions to the cross section. The cross section will not exceed the cross section as presented on the proposed large lot tentative map.	M	CDD (E)
ADVISORIES				

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
28.		***Phasing Plan*** This condition applies to all future small lot subdivision maps. For subsequent small lot tentative subdivision maps, the owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, tanks, pumps, PRV stations, etc.), sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City. The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for emergency vehicle access and/or general traffic purposes and all off-site utilities deemed necessary as determined by the City Engineer. Improvement plans for all future phases that include half sections of local residential streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department. The City will not dictate the order of the phasing except that the first phase shall construct necessary supporting backbone infrastructure to that phase.	M	CDD(E), EWR, PW, FD

ATTACHMENT 2

Planning Commission Staff Report, dated October 30, 2024

AGENDA ITEM NO. 2
Type: Public Hearing
Date: October 30, 2024

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Hillsborough Area 40 Large-Lot Tentative Subdivision Map
File #:	SUBPM 22-00159
Requests:	Large-Lot Tentative Subdivision Map
Location/APN:	Vicinity of Prairie City Road and Mangini Parkway/APN: 072-0060-090
Staff Contact:	Jessica Brandt, Principal Planner, 916-461-6207 jbrandt@folsom.ca.us

Property Owner/Applicant
Name: Aerojet Rocketdyne Inc.
Address: P.O Box 1209
Folsom, CA 95763

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Large-Lot Tentative Subdivision Map for the Hillsborough Area 40 Large-Lot Tentative Subdivision Map project to the City Council, based on the findings (Findings A-N) and subject to the conditions of approval (Conditions 1-25) attached to this report.

Project Summary: The proposed project includes a request for approval of a Large-Lot Tentative Subdivision Map to subdivide a 148.2-acre parcel located in the vicinity of Prairie City Road and Mangini Parkway into seven (7) individual parcels for future sale and development. No development rights are sought with the proposed Large-Lot Tentative Subdivision Map.

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Attachment 4 - Vicinity Map
Attachment 5 - Large-Lot Tentative Subdivision Map, dated August 9, 2024
Attachment 6 - Land Use Overlay, dated August 20, 2024
Attachment 7 - Project Narrative, dated August 9, 2024
Attachment 8 - Addendum to the Final EIR for the FPASP, dated September 17, 2024

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: October 30, 2024

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1
DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, Aerojet Rocketdyne Inc., is requesting approval of a Large-Lot Tentative Subdivision Map to subdivide a 148.2-acre parcel located in the vicinity of Prairie City Road and Mangini Parkway, within the Folsom Plan Area Specific Plan (FPASP), into seven (7) individual parcels for future sale and development. No development rights are sought with the proposed Large-Lot Tentative Subdivision Map.

The project site, which is currently undeveloped, features gently rolling hills covered with non-native grassland and a variety of trees. Figures 1 and 2 on the following pages show the location of the project site within the Folsom Plan Area and a land use overlay of the project site based on the approved FPASP land use designations.

FIGURE 1: PROJECT LOCATION EXHIBIT

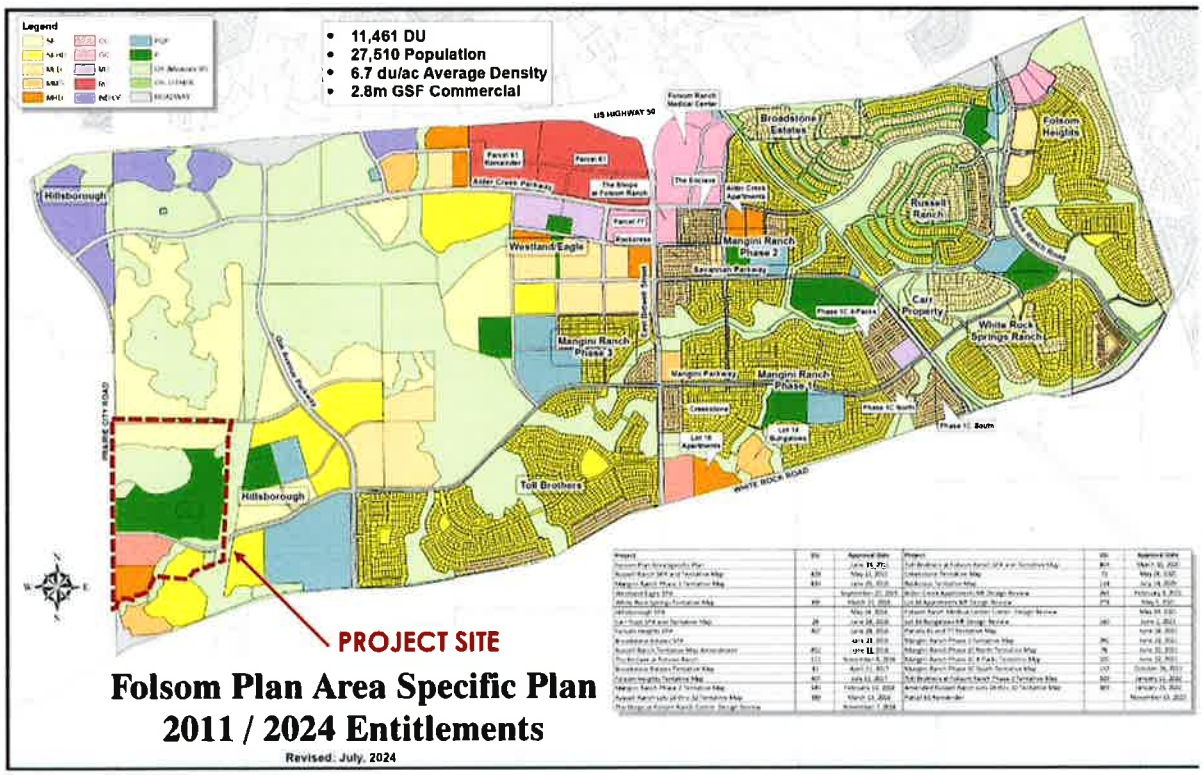
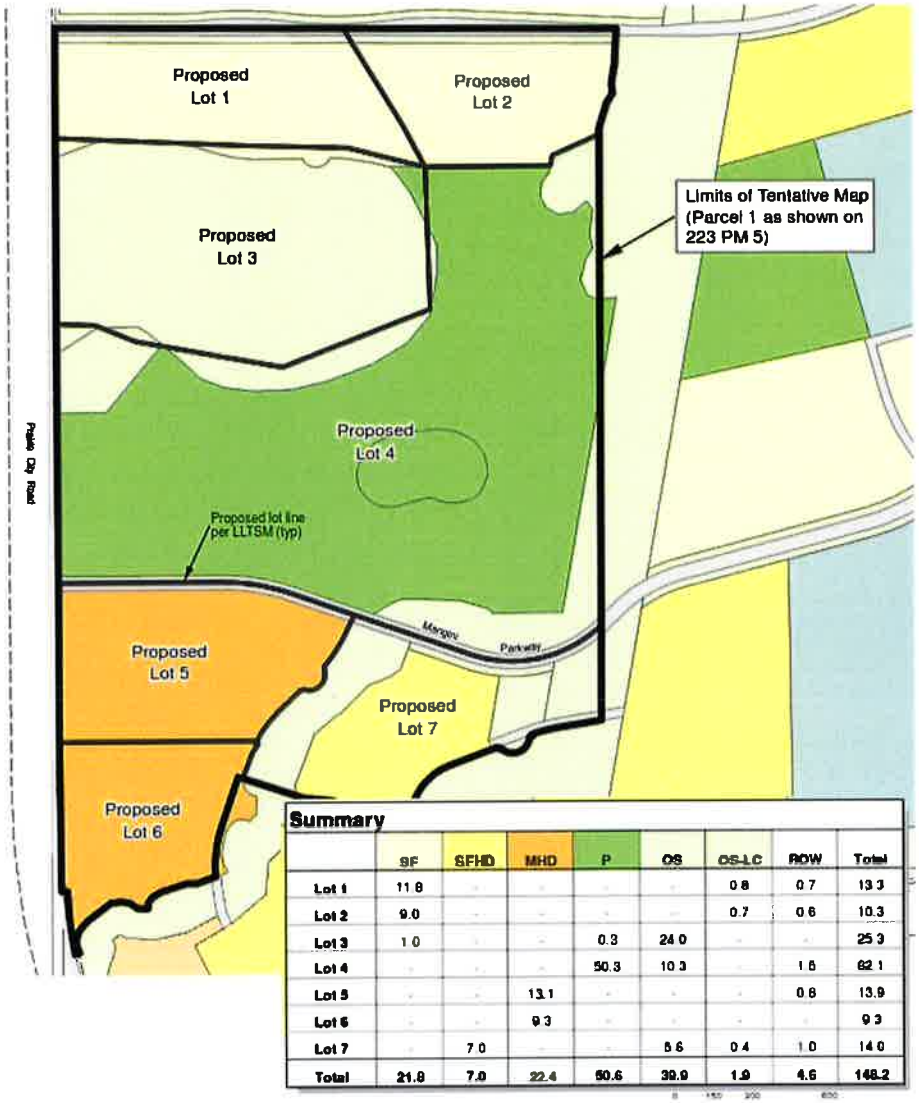


FIGURE 2: FPASP Land Use Designations Overlay



Summary

	SF	SFHD	MHD	P	OS	OS-LC	ROW	Total
Lot 1	11.8	-	-	-	-	0.8	0.7	13.3
Lot 2	9.0	-	-	-	-	0.7	0.6	10.3
Lot 3	1.0	-	-	0.3	24.0	-	-	25.3
Lot 4	-	-	-	50.3	10.3	-	1.5	62.1
Lot 5	-	-	13.1	-	-	-	0.8	13.9
Lot 6	-	-	9.3	-	-	-	-	9.3
Lot 7	-	7.0	-	-	5.6	0.4	1.0	14.0
Total	21.8	7.0	22.4	50.6	39.9	1.9	4.6	148.2

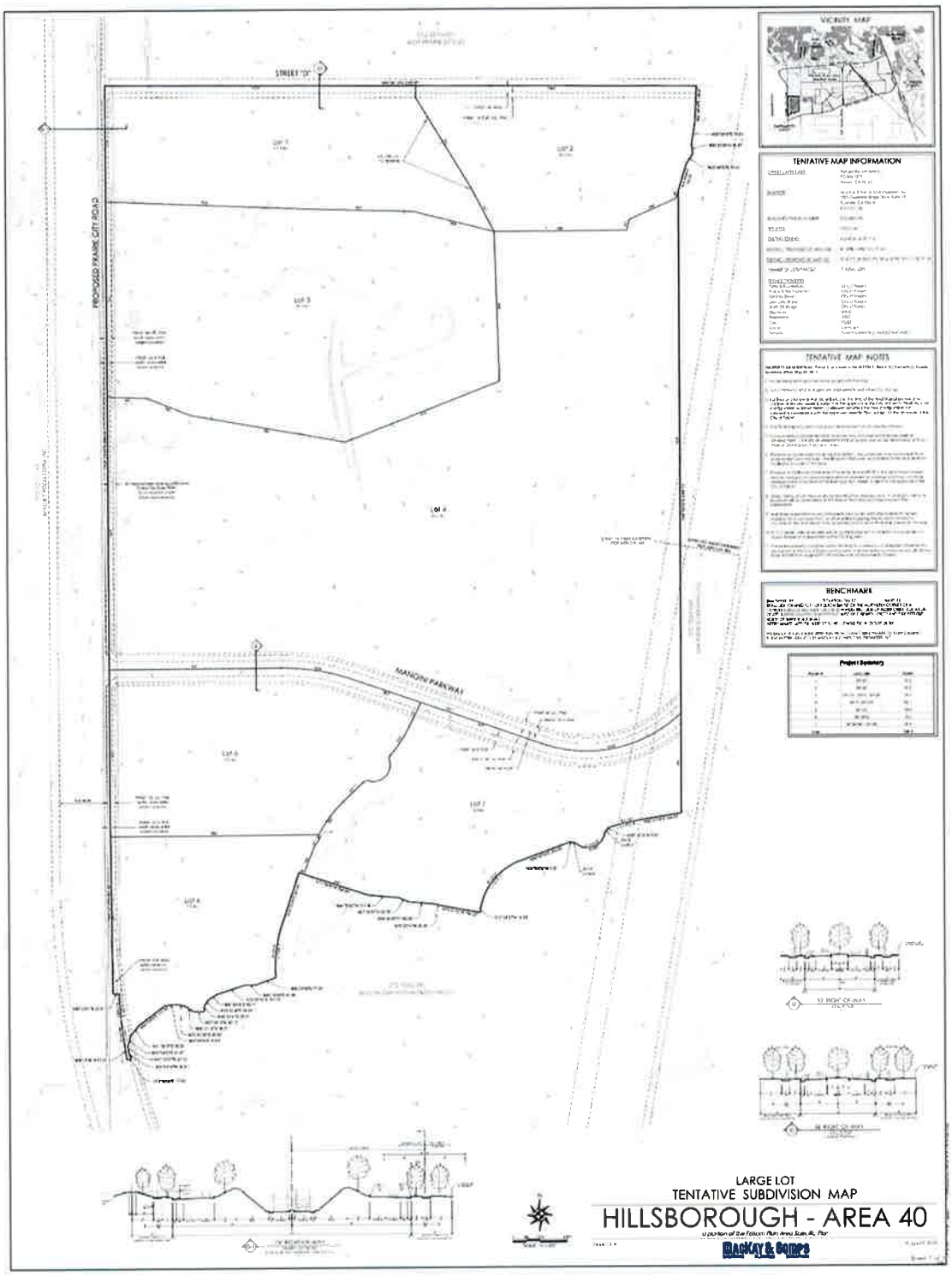
The proposed Large-Lot Tentative Subdivision Map will result in the creation of a total of 7 lots, most of which will continue to include multiple Specific Plan Land Use Designations (see Attachment 6- Land Use Overlay). The proposed project also includes the dedication of Rights-of-Ways and Public Utility Easements to allow for development of future roadways and associated infrastructure improvements. It is important to note that the proposed large lots approximate the project area's Specific Plan Land Use Designations and FPASP Parcels, but do not adhere perfectly to them. This is due to several factors including anticipated roadway realignments and mapping efficiency. No land use changes or modifications are proposed with this project. The applicant states that future parcel configuration will be consistent with the approved Land Use Plan, or General Plan

and/or Specific Plan Amendments (or Minor Administrative Modifications, if applicable) will be sought to bring the land uses and parcel lines into conformance. A land use summary is shown below, and the proposed Large-Lot Tentative Subdivision Map is shown on the following page.

TABLE 1: LAND USE SUMMARY

Parcel #	Land Use	Acres (Gross)
1	SP-SF/SP-OS	13.3
2	SP-SF/SP-OS	10.3
3	SP-SF/SP-P/SP-OS	25.3
4	SP-P/SP-OS	62.1
5	SP-MHD	13.9
6	SP-MHD	9.3
7	SP-SFHD/SP-OS	14.0
Total		**148.2**

FIGURE 3: LARGE-LOT TENTATIVE SUBDIVISION MAP



General Plan and Specific Plan Consistency

The 148.2-acre project site has multiple General Plan land use designations including:

- SF (Single-Family)
- SFHD (Single-Family High Density)
- MHD (Multi-Family High Density)
- OS (Open Space)
- P (Park)

In addition, the project site has multiple Specific Plan designations including:

- SP-SF-PD (Specific Plan-Single-Family-Planned Development Permit District)
- SP-SFHD-PD (Specific Plan-Single-Family High Density-Planned Development Permit District)
- SP-MHD-PD (Specific Plan-Multi-Family High Density-Planned Development District)
- SP-OS1 (Specific Plan-Preserve Open Space)
- SP-OS2 (Specific Plan-Passive Open Space)
- SP-P (Parks)

The existing General Plan and the Specific Plan land use designations are consistent with each other and are not proposed to change as part of this project.

As no development is proposed with this specific application, the only relevant development standard applicable to the subdivision map is minimum lot area. The minimum required lot area for these properties ranges from 4,000 square feet for the SP-SFHD-PD designated parcel up to 0.5-acres for the SP-MHD-PD designated parcel, with no minimum lot size requirements being applicable to the SP-OS1, SP-OS2, and SP-P designated parcels. Staff has determined that the proposed project meets the minimum lot area requirement as all seven of the newly created parcels exceed the minimum lot size requirement based on their individual Specific Plan designations. In addition, staff has determined that the proposed project will not conflict with any known applicable plans or policies by agencies with jurisdiction over the project or the project site.

Large-Lot Tentative Subdivision Map

The proposed project is a request for approval of a Large-Lot Tentative Subdivision Map to subdivide a 148.2-acre parcel (Parcel 1) located in the vicinity of Prairie City Road and Mangini Parkway into seven (7) individual parcels for future sale and development. The proposed Large-Lot Tentative Subdivision Map is included with this report as Attachment 5.

In addition to the creation of seven large lots for future single-family residential, multi-

family residential, open space, park development and preservation, the proposed project includes the establishment of Irrevocable Offers of Dedication (IODs) for future development of roadways as shown and designated in the FPASP. Specific roadways that will be developed in the future in and around the project site include the extension of Mangini Parkway to Prairie City Road, the widening of Prairie City Road, and the construction of Street "D" along the northern boundary. Public utility easements (PUEs) adjacent to the IODs will also be established with the proposed project.

As discussed in the project narrative (Attachment 7), the primary purpose of the proposed project is to accommodate the sale, lease, and financing of the newly created large lots in accordance with the requirements of the Subdivision Map Act. No development rights are being requested, and to that effect, there is a note on the Large-Lot Tentative Subdivision Map stating so.

Future small-lot tentative maps will further subdivide the large parcels of land into smaller lots consistent with the FPASP land use and allocation map. These future tentative maps will seek development rights after the transfer of land to the developer is completed. The future parcel configurations will be consistent with the approved FPASP land use plan and will establish discreet parcels of land based on the FPASP land use boundaries (meaning, the future maps will create lots with singular land use designations, versus this LLTSM where there are large lots with multiple land use designations). Large lots with multiple land use designations exist throughout the FPASP; it is with individual small-lot tentative maps that the smaller lots are created to be consistent with the FPASP land use boundaries. Processing and approval of a Small-Lot Tentative and Final Map and Planned Development Permit applications or other appropriate entitlements will be required prior to grading, construction, or any development of the parcels created by this Large-Lot Tentative Subdivision Map. Condition No. 3 is included to reflect this requirement.

Staff has determined that the proposed Large-Lot Tentative Subdivision Map complies with all City requirements (Folsom Municipal Code [FMC], Chapter 16.16), as well as with the requirements of the State Subdivision Map Act.

ENVIRONMENTAL REVIEW

On June 28, 2011, the Folsom City Council approved (Resolution No. 8863) the FPASP for development of up to 10,210 residential housing units in a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks and infrastructure projected to occur on the approximate 3,585-acre site. The FPASP EIR/EIS (June 2011) included an allocation of 1,624 residential units, 17 acres of community commercial, 42 acres of industrial/office park, 58 acres of public/quasi-public, 58 acres of parks, and 238 acres of open space to the Hillsborough area.

On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (SPA) (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final EIR/EIS (Resolution No. 9761) for the Hillsborough Project. The approved SPA included 394 additional housing units with 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land uses. The Hillsborough SPA Addendum reviewed the potential impacts associated with the Hillsborough development and considered whether the existing mitigation that was adopted with the FPSAP EIR/EIS was sufficient to reduce environmental impacts (City of Folsom 2016). The Addendum concluded that the Hillsborough SPA would not result in any new or substantially more severe environmental impacts as compared to the FPASP EIR/EIS.

The FPASP was updated in 2018 to include all the various approved plan amendments and mapping modifications made since the first approval in 2011. As amended, the FPASP provided for additional residential development, up to a total of 11,461 residential units.

The FPASP was amended again on August 27, 2024, as part of the City of Folsom General Plan Amendments for Increased Residential Capacity Project (Resolution No. 11252), with certification of a Subsequent EIR. The amendments to the FPASP allow for the potential of an additional 1,882 residential units with an increase of 314 units on the project site. That project also changed approximately 13 acres in the area from a Community Commercial (CC) land use and specific plan designation to Multifamily High Density (MHD) to help the City meet its Housing Element goals.

An Addendum was prepared by Ascent Environmental on September 17, 2024, that found the potential impacts of the proposed LLTSM project to be adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR.

As explained in Attachment 8, an addendum, rather than a subsequent EIR, is sufficient to document the potential environmental impacts of the project. Per CEQA Guidelines Section 15164, an addendum is appropriate when a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts. The Addendum prepared for the Hillsborough Area 40 Large-Lot Tentative Subdivision Map project is included with this report as Attachment 8.

Based on the analysis in the Addendum, the City has determined that the previously prepared environmental documents fully address all the impacts of the proposed project. All mitigation measures applicable to the project still apply (see the proposed conditions of approval), and no new mitigation measures are needed. Therefore, staff recommends that the Planning Commission recommend approval of the Addendum to the City Council.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the City Council adopt an Addendum to the Final Environmental Impact Report/Environmental Impact Statement for the Folsom Plan Area Specific Plan and approve a Large-Lot Tentative Subdivision Map for the Hillsborough Area 40 Large-Lot Tentative Subdivision Map project, based on the findings (Findings A-N) and subject to the conditions of approval (Conditions 1-25) attached to this report.

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 THE FOLSOM PLAN AREA SPECIFIC PLAN.

CEQA FINDINGS

C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.

D. THE CITY HAS DETERMINED THAT THE HILLSBOROUGH AREA 40 LARGE-LOT TENTATIVE SUBDIVISION MAP PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED.

E. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.

F. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT.

G. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE HILLSBOROUGH

AREA 40 LARGE-LOT TENTATIVE SUBDIVISION MAP PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AS WELL AS THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN AND FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENTS.

H. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

TENTATIVE SUBDIVISION MAP FINDINGS

I. THE PROPOSED LARGE-LOT TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.

J. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

K. AS CONDITIONED, THE DESIGN OF THE LARGE-LOT TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.

L. AS CONDITIONED, THE DESIGN OF THE LARGE-LOT TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

M. THE DESIGN OF THE LARGE-LOT TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

ATTACHMENT 2
BACKGROUND

BACKGROUND

On May 24, 2016, the City Council approved an Addendum to the Folsom Plan Area Specific Plan EIR/EIS, a General Plan Amendment, a Specific Plan Amendment, and a Development Agreement Amendment for development of the Hillsborough GPA/SPA project on a 714-acre site located along the western edge of the Folsom Plan Area. The Hillsborough GPA/SPA project included development of 2,018 residential units, 737,000 square feet of office/industrial/retail uses, parks, and schools within the project site.

The approved entitlements referenced above resulted in changes to the layout of General Plan and Specific Plan land use designations throughout the project site. In general, these changes included roadway realignments, relocation and resizing commercial land uses within the project area, relocation of multi-family land uses, and the placement of single-family high-density residential uses in an area previously designated as public/quasi-public (PQP) for a private school site.

A portion of the Hillsborough project site, including the property that is the subject of the proposed LLTSM, is located within the Aerojet Superfund site (known as Area 40). After City Council approval of the Hillsborough GPA/SPA project in 2016, Area 40 has undergone investigation and remediation under the direction of the Environmental Protection Agency (EPA), Department of Toxic Substances Control (DTSC), and Regional Water Quality Control Board (RWQCB). Eighteen (18) specific sites within Area 40 were identified as designated remediation areas and a Remedial Action Plan was created.

The Final Remedial Action Plan for Area 40 (2018) includes a remedy consisting of installation of a permeable reactive barrier to treat contaminated groundwater, multiple excavations to remove contaminated soil, and continued monitoring of groundwater, soil vapor, and ambient air conditions to evaluate remedy effectiveness and progress toward cleanup goals. When the remedial actions identified in the Final Remedial Action Plan have been completed, the risks posed by the contamination hazard will be adequately reduced to protect public health. A detailed discussion of the remediation for each of the 18 sites within Area 40 is contained in the Addendum to the Final EIR for the Folsom Plan Area Specific Plan EIR (Attachment 8).

On August 27, 2024, the City Council approved Resolution 11252 to change the land use designation of specified properties within the Folsom Plan Area Specific Plan and to increase the allowed residential capacity of the Plan area. These amendments were part of the '*City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project*,' which was a City effort to address State Housing Element mandates and address the need for housing for all income levels in Folsom.

Two sub-areas of Hillsborough Area 40 were affected by Resolution 11252; proposed Lots 5 and 6, as follows:

- Amend the land use and specific plan designations of Lot 5 (13.22 acres) from Community Commercial (CC) to Multi-Family High Density (MHD) to allow for up to 320 multi-family housing units. (Note: referred to as 'Site 15' in the Resolution.)
- Decrease the number of dwelling units allocated to Lot 6 from 246 to 240. (Note: referred to as 'Site 16' in the Resolution.)

Attachment 3
Conditions of Approval

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159) VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY LARGE-LOT TENTATIVE SUBDIVISION MAP				
	Mitigation Measure		**When Required**	**Responsible Department**
		GENERAL REQUIREMENTS		
1.		***Final Map*** The applicant shall submit a Large-Lot Final Map to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. Large-Lot Tentative Subdivision Map, dated August 9, 2024 2. Land Use Overlay, dated October 8, 2024 The Large-Lot Tentative Subdivision Map is approved for the creation of seven (7) individual lots (Hillsborough Area 40 Large-Lot Tentative Subdivision Map Project). Implementation of the project shall be consistent with the above-referenced items and these conditions of approval.	M, OG	CD (E)(P)
2.		***90-Day Protest Period*** The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions. The applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the applicant will be legally barred from later challenging such exactions.	M	CD (E)(P)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
3.		***No Development Rights*** The approval of this Large-Lot Tentative Subdivision Map does not convey any right to develop. Processing and approval of a Small-Lot Final Map and/or Design Review/Planned Development Permit applications shall be required prior to grading, construction, or any development of the parcels created by this Large-Lot Tentative Subdivision Map.	M	CD (E)(P)
4.		***Indemnity for City*** 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, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. 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: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith 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. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.	OG	CD (P)(E)(B) PW, PR, FD, PD

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
5.		***Street Names*** The Applicant shall use street names as shown in the Folsom Plan Area Specific Plan, and in the case of unnamed streets, select street names from the City's approved list or subsequently approved by the Planning Commission for the final parcel map	M	CD (E)(P)
6.		***ARDA and Amendments*** The owner/Applicant shall comply with all provisions of Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	M	CD (P)(E)
7.		***Public Right of Way Dedication*** As provided for in the Amended and Restated Development Agreement (ARDA) and Amendment No. 1 thereto, and any approved amendments thereafter, at recordation of Final Map the owner/applicant shall offer to dedicate all public rights-of-way such that public access is provided to each and every lot as shown on the Large-Lot Tentative Subdivision Map.	M	CD (E)(P)
8.		***Public Utility Easements*** The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility easements for underground facilities (i.e., SMUD PG&E, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)
9.		***FMC Compliance*** The Final Large-Lot Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)
10.		***Single Phase*** The Final Large-Lot Map shall be recorded in one phase.	M	CD(E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
11.		***Validity*** The project approval granted under this staff report (Large Lot Tentative Subdivision Map) shall remain in effect for a period of twenty-four (24) months (November 20, 2026) pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. If a Final Map is not recorded within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to Section 16.16.120 of the Folsom Municipal Code. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval or entitlement authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the two-year period referenced in FMC 16.16.110A for finaling the map shall be tolled during the time that any litigation is pending, including any appeals. In the event of a conflict between this Condition and language of Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement (ARDA), the ARDA language shall control.	M	CD(E)
		DEVELOPMENT COSTS AND FEE REQUIREMENTS		
12.		***Taxes and Fees*** The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and the Amended and Restated Development Agreement.	M	CD (P)(E)
13.		***Assessments*** If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
14.		***Consultant Services*** 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 building plans, improvement plans, or beginning inspection, whichever is applicable.	M	CD (P)(E)
15.		***FPASP Development Impact Fee*** The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (November 20, 2024)(), or otherwise shall be governed by the terms of Amendment No. 1 to the ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	M	CD (P) PW, PK

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
16.		***Outside Legal Counsel*** 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.	M	CD (P)(E)
17.	✓	***Mitigation Measures*** The Hillsborough Area 40 Large-Lot Tentative Subdivision Map project shall be subject to all mitigation measures identified in the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), Hillsborough GPA/SPA Addendum (May 2016), City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR, and the Hillsborough Area 40 Large-Lot Tentative Subdivision Map Addendum.	M	CD (P)(E)
MAP REQUIREMENTS				

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
18.		***Affordable Housing Deed Restriction*** A note shall be placed on the Final Map as follows: *Lot 5 as shown on the Large Lot Tentative Subdivision Map (13.9-acre parcel) is subject to deed restriction for affordable housing purposes. Said deed restriction shall require a minimum area of 10 acres of said lot to be deed-restricted for the development of not less than 320 multi-family housing units affordable to low-, very-low, and/or extremely-low income households (as those terms are defined in Sections 50079.5, 50093, 50150, and 50106 of the Health and Safety Code) on the subject property. The 320 multi-family affordable housing units shall be deed restricted for a period of at least 55 years from the date of recording.*	M	CD (E)
19.		***Remediation*** A note shall be added to the final map that states: *Portions of this large lot map are located within Aerojet's Area 40 site, which is currently undergoing remediation. All entitlement requests and development applications located within the Area 40 site require concurrence from the Environmental Protection Agency (EPA) to show that the area has been fully remediated in accordance with the Final Remedial Action Plan and is now safe and eligible for development.* An approximate outline of Area 40 within project boundaries is required to be shown on the LLFM.	M	CD (E)
20.		***FPASP Compliance*** A note shall be added to the final map that states: *This map is subject to requirements outlined in the Folsom Plan Area Specific Plan as amended August 27, 2024, and the Hillsborough Specific Plan Amendment per Ordinance Nos 1254-1258.*	M	CD (E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
21.		***FPASP Parcel 38*** Delineate FPASP Parcel 38 as shown in Figure 4.3- Plan Area Parcels of the FPASP, as amended August 2024, on the Final Map. Any future Small Lot Tentative Map of the area that includes that parcel shall create a new parcel consistent with the boundaries of FPASP Parcel 38 to ensure adequate measures are taken to separate the area from the rest of Community Park West.	M	CD (P)(E)
22.		***Affordable Housing Deed Restriction*** Simultaneous with approval of a Development Plan for Lot 5 as shown on the Large Lot Tentative Subdivision Map (13.9-acre parcel) the owner/applicant shall create and record a deed restriction on a portion of said Lot 5 to restrict use of such property to affordable housing purposes only. Said deed restriction shall be in a form approved by the City Attorney. Said deed restriction shall require a minimum area of 10 acres of said lot to be deed-restricted for the development of not less than 320 multi-family housing units affordable to low-, very-low, and/or extremely-low income households (as those terms are defined in Sections 50079.5, 50093, 50150, and 50106 of the Health and Safety Code) on the subject property. The 320 multi-family affordable housing units shall be deed-restricted for a period of at least 55 years from the date of recording unless a different term is approved by the City Council.	M	CD (E)
23.		***School District Map Copy*** Upon recordation of the Final Map, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	OG	CD (E)
24.		***Digital Map Copy*** Upon recordation of the Final Map, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.	OG	CD (E)

CONDITIONS OF APPROVAL FOR THE HILLSBOROUGH AREA 40 LLTSM PROJECT (PN 22-00159)
VICINITY OF PRAIRIE CITY ROAD AND MANGINI PARKWAY
LARGE-LOT TENTATIVE SUBDIVISION MAP

	Mitigation Measure		When Required	Responsible Department
25.		***Bikeway Plan*** Upon recordation of the Final Map, Applicant/Owner shall dedicate easements for Class I and Class II bike trails as shown on Figure 7.32 – Bikeway Plan of the FPASP, as applicable to the project area. Easement areas shall be shown on the Final Map.	M	CD (P)(E)

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD (P) (E) (B) (F)	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
		M	Prior to approval of Final Map
		B	Prior to issuance of first Building Permit
		O	Prior to approval of Occupancy Permit
		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		

Attachment 4

Vicinity Map

Attachment 5

Large-Lot Tentative Subdivision Map
Dated August 9, 2024

Attachment 6

Land Use Overlay
Dated October 8, 2024

Attachment 7

Project Narrative
Dated August 9, 2024

Attachment 8

Addendum to Final EIR for the FPASP Dated September 17, 2024

ATTACHMENT 3

Minutes from October 30, 2024, Planning Commission Meeting

PLANNING COMMISSION MINUTES
SPECIAL MEETING
October 30, 2024
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION:

The regular Planning Commission Meeting was called to order at 6:31 p.m. with Chair Eileen Reynolds presiding.

PLEDGE OF ALLEGIANCE: The Pledge of Allegiance was recited.

ROLL CALL:

Commissioners Present:	Mathew Herrera, Commissioner Daniel West, Vice Chair Bill Miklos, Commissioner Ralph Peña, Commissioner Bill Romanelli, Commissioner James Ortega, Commissioner Eileen Reynolds, Chair
Commissioners Absent:	None

CITIZEN COMMUNICATION: None

MINUTES:

The minutes of the October 16, 2024, Regular Meeting were approved as submitted.

NEW BUSINESS

1. PDEV23-00190: Alder Creek Apartments Planned Development Permit Extensions and Determination that No Additional Environmental Review is Required

A Public Hearing to consider a request from the Spanos Corporation for two one-year extensions to a Planned Development Permit for the Alder Creek Apartments Project at the southeast corner of the intersection of Alder Creek Parkway and Westwood Drive within the Folsom Plan Area. The extensions would establish a new expiration date of February 23, 2026. The General Plan Land Use designation for the project site is MHD (Multi-Family High Density), while the Specific Plan land use designation is SP- MHD-PD (Specific Plan, Multi-Family High Density, Planned Development District). The City, as lead agency, has determined that the proposed project is consistent with the Folsom Plan Area Specific Plan (FPASP) Final Environmental Impact Report/Environmental Impact

Statement (FEIR/EIS) and Alder Creek Apartments FEIR/EIS Addendum and therefore no additional environmental review is required. **(Project Planner: Jessica Brandt / Applicant: The Spanos Corporation)**

COMMISSIONER MIKLOS MOVED TO APPROVE A PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF ONE-YEAR (UNTIL FEBRUARY 23, 2025) AND ANOTHER PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF ONE-YEAR (UNTIL FEBRUARY 23, 2026), FOR DEVELOPMENT OF THE ALDER CREEK APARTMENTS PROJECT (PDEV23-026), BASED ON THE FINDINGS (FINDINGS A-P) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-45) ATTACHED TO THIS REPORT.

COMMISSIONER ROMANELLI SECONDED THE MOTION.

AYES:	HERRERA, WEST, MIKLOS, PEÑA, ROMANELLI, ORTEGA, REYNOLDS
NOES:	NONE
RECUSED:	NONE
ABSENT:	NONE

MOTION PASSED

2. SUBPM 22-00159: Hillsborough Area 40 Large-Lot Tentative Subdivision Map and Adoption of an Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan

A Public Hearing to consider a request from Aerojet/Rocketdyne Inc. to approve a Large-Lot Tentative Subdivision Map (LLTSM) for the area known as Hillsborough Area 40, in the vicinity of Prairie City Road and Mangini Parkway, in the Folsom Plan Area. The LLTSM would subdivide one parcel of approximately 148.2 acres into seven individual parcels for future sale and development. No development rights are sought with the proposed LLTSM. The subject parcel contains multiple General Plan and Specific Plan land use designations, none of which would change with this approval. An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Jessica Brandt / Applicant: Aerojet/Rocketdyne, Inc.)**

COMMISSIONER WEST MOVED TO RECOMMEND THAT THE CITY COUNCIL ADOPT AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND APPROVE A LARGE-LOT TENTATIVE SUBDIVISION MAP FOR THE HILLSBOROUGH AREA 40 LARGE-LOT TENTATIVE SUBDIVISION MAP PROJECT, BASED ON THE FINDINGS (FINDINGS A-N) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-25) ATTACHED TO THIS REPORT, WITH MODIFICATIONS / CHANGES TO FOLLOWING CONDITIONS:

- AMENDMENT OF CONDITION NO. 1

  FINAL MAP:
  THE APPLICANT SHALL SUBMIT A LARGE-LOT FINAL MAP TO THE COMMUNITY DEVELOPMENT DEPARTMENT THAT SHALL SUBSTANTIALLY CONFORM TO THE EXHIBITS REFERENCED BELOW:

  1. LARGE-LOT TENTATIVE SUBDIVISION MAP, DATED AUGUST 9, 2024
  2. LAND USE OVERLAY, DATED OCTOBER 8, 2024

  THE LARGE-LOT TENTATIVE SUBDIVISION MAP IS APPROVED FOR THE CREATION OF SEVEN (7) INDIVIDUAL LOTS (HILLSBOROUGH AREA 40 LARGE-LOT TENTATIVE SUBDIVISION MAP PROJECT). IMPLEMENTATION OF THE PROJECT SHALL BE CONSISTENT WITH THE ABOVE-REFERENCED ITEMS, THE FOLSOM PLAN AREA SPECIFIC PLAN (FPASP) AS AMENDED, THE HILLSBOROUGH SPECIFIC PLAN AMENDMENT PER ORDINANCE NO. 1254-1258, AND THESE CONDITIONS OF APPROVAL.

  THE FINAL MAP SHALL DELINEATE THE AREA SHOWN AS LOT 38 IN THE FPASP AND REFERENCE THE REMEDIAL ACTION PLAN (RAP) FOR SAID SITE.

  TIMING: M, OG
  RESPONSIBLE DEPARTMENT: CD (E)(P)

- AMENDMENT OF CONDITION NO. 3

NO DEVELOPMENT RIGHTS:
THE APPROVAL OF THIS LARGE-LOT TENTATIVE SUBDIVISION MAP DOES NOT CONVEY ANY RIGHT TO DEVELOP. PROCESSING AND APPROVAL OF A SMALL-LOT FINAL MAP AND/OR DESIGN REVIEW/PLANNED DEVELOPMENT PERMIT APPLICATIONS SHALL BE REQUIRED PRIOR TO GRADING, CONSTRUCTION, OR ANY DEVELOPMENT OF THE PARCELS CREATED BY THIS LARGE-LOT TENTATIVE SUBDIVISION MAP.

AS A CONDITION OF A SUBSEQUENT SMALL-LOT TENTATIVE SUBDIVISION MAP, THE CITY SHALL IDENTIFY IMPROVEMENTS NECESSARY TO DEVELOP THE SUBJECT PARCELS. THESE IMPROVEMENTS MAY INCLUDE ON AND OFF-SITE ROADWAYS, WATER, SEWER, STORM DRAINAGE, LANDSCAPING, SOUNDWALLS, AND OTHER SIMILAR IMPROVEMENTS.

TIMING: M
RESPONSIBLE DEPARTMENT: CD (E)(P)

- AMENDMENT OF CONDITION NO. 11

VALIDITY:
THE PROJECT APPROVAL GRANTED UNDER THIS STAFF REPORT (LARGE LOT TENTATIVE SUBDIVISION MAP) SHALL REMAIN IN EFFECT FOR A PERIOD OF TWENTY-FOUR (24) MONTHS (OCTOBER 30, 2026) PURSUANT TO SECTION 16.16.110A OF THE FOLSOM MUNICIPAL CODE AND THE SUBDIVISION MAP ACT. IF A FINAL MAP IS NOT RECORDED WITHIN THE IDENTIFIED TIME FRAME AND/OR THE APPLICANT HAS NOT DEMONSTRATED SUBSTANTIAL PROGRESS TOWARDS THE DEVELOPMENT OF THE PROJECT, THIS APPROVAL SHALL BE CONSIDERED NULL AND VOID. THE OWNER/APPLICANT MAY FILE AN APPLICATION WITH THE COMMUNITY DEVELOPMENT DEPARTMENT FOR AN EXTENSION NOT LESS THAN 60 DAYS PRIOR TO THE EXPIRATION DATE OF THE APPROVAL, ALONG WITH APPROPRIATE FEES AND NECESSARY SUBMITTAL MATERIALS PURSUANT TO SECTION 16.16.120 OF THE FOLSOM MUNICIPAL CODE. IF AFTER APPROVAL OF THIS PROJECT, A LAWSUIT IS FILED WHICH SEEKS TO INVALIDATE ANY APPROVAL OR ENTITLEMENT AUTHORIZED BY THE PROJECT APPROVALS, OR TO ENJOIN THE PROJECT CONTEMPLATED HEREIN, OR TO CHALLENGE THE ISSUANCE BY ANY GOVERNMENTAL AGENCY OF ANY ENVIRONMENTAL DOCUMENT OR EXEMPTION DETERMINATION, THE TWO-YEAR PERIOD REFERENCED IN FMC 16.16.110A FOR FINALING THE MAP SHALL BE TOLLED DURING THE TIME THAT ANY LITIGATION IS PENDING, INCLUDING ANY APPEALS.

IN THE EVENT OF A CONFLICT BETWEEN THIS CONDITION AND LANGUAGE OF AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT (ARDA), THE ARDA LANGUAGE SHALL CONTROL.

TIMING: M
RESPONSIBLE DEPARTMENT: CD (E)

- AMENDMENT OF CONDITION NO. 14

CONSULTANT SERVICES:
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 MAPPING DOCUMENTS, THE BUILDING PLANS, IMPROVEMENT PLANS, OR BEGINNING INSPECTION, WHICHEVER IS APPLICABLE.

TIMING: M
RESPONSIBLE DEPARTMENT: CD (P)(E)

- AMENDMENT OF CONDITION NO. 19

  REMEDIATION:
  A NOTE SHALL BE ADDED TO THE FINAL MAP THAT STATES:

  PORTIONS OF THIS LARGE LOT MAP ARE LOCATED WITHIN AEROJET'S AREA 40 SITE, WHICH IS CURRENTLY UNDERGOING REMEDIATION. ALL ENTITLEMENT REQUESTS AND DEVELOPMENT APPLICATIONS LOCATED WITHIN THE AREA 40 SITE REQUIRE CONCURRENCE FROM THE ENVIRONMENTAL PROTECTION AGENCY (EPA) TO SHOW THAT THE AREA HAS BEEN FULLY REMEDIATED IN ACCORDANCE WITH THE FINAL REMEDIAL ACTION PLAN AND IS NOW SAFE AND ELIGIBLE FOR DEVELOPMENT.

  AN APPROXIMATE OUTLINE OF AREA 40 WITHIN PROJECT BOUNDARIES IS REQUIRED TO BE SHOWN ON THE LLFM, SEE CONDITION NO. 1.

  TIMING: M
  RESPONSIBLE DEPARTMENT: CD (E)

- AMENDMENT OF CONDITION NO. 26

  BACKBONE INFRASTRUCTURE:
  THE OWNER/APPLICANT AND ALL SUBSEQUENT APPLICANTS, HEIRS, AND SUCCESSORS WITH INTENTION OF FURTHER SUBDIVIDING THE LARGE LOTS ESTABLISHED HEREIN ARE REQUIRED TO PROVIDE TO THE COMMUNITY DEVELOPMENT DEPARTMENT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER A BACKBONE INFRASTRUCTURE PLAN. THIS CONDITION APPLIES TO ALL FUTURE SUBSEQUENT SUBDIVISION AND PARCEL MAPS, INCLUDING BUT NOT LIMITED TO, CONDOMINIUM AND TOWNHOME PROJECTS. ADDITIONAL STUDIES AND SUPPORTING DOCUMENTATION MAY ALSO BE REQUIRED AS PART OF THIS CONDITION.

  AS PROVIDED FOR IN THE ARDA, AMENDMENT NO. 1, AND THE FPASP, THE OWNER/APPLICANT SHALL PROVIDE FULLY EXECUTED GRANT DEEDS, LEGAL DESCRIPTIONS, AND PLATS FOR ALL NECESSARY RIGHTS OF WAY, PUBLIC UTILITY EASEMENTS, PUBLIC WATER MAIN EASEMENTS, PUBLIC SEWER EASEMENTS, OAK WOODLAND PRESERVES, PARK DEDICATIONS, FUTURE CIRCULATION ELEMENTS, HYDRAULIC INFRASTRUCTURE DEDICATION, IRREVOCABLE OFFERS OF DEDICATION AND TEMPORARY CONSTRUCTION EASEMENT. ALL REQUIRED EASEMENTS AS LISTED NECESSARY FOR THE BACKBONE INFRASTRUCTURE SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER AND RECORDED WITH THE SACRAMENTO COUNTY RECORDER PURSUANT TO THE TIMING REQUIREMENTS SET FOR IN SECTION 3.8 OF THE ARDA AND ANY AMENDMENTS THERETO.

  TIMING: M
  RESPONSIBLE DEPARTMENT: CDD(E), EWR, PW, PARKS, FD

- AMENDMENT OF CONDITION NO. 27

  PHASING PLAN:
  FOR SUBSEQUENT SMALL LOT TENTATIVE SUBDIVISION MAPS, THE OWNER/APPLICANT SHALL PREPARE A COMPLETE AND COMPREHENSIVE PHASING PLAN AND SHALL SUBMIT THE PHASING PLAN TO THE CITY FOR EACH PROPOSED PHASE OF DEVELOPMENT. THE PHASING PLAN SHALL INCLUDE ALL REQUIRED INFRASTRUCTURE FOR EACH PROPOSED PHASE OF DEVELOPMENT. THE INFRASTRUCTURE SHALL INCLUDE ALL REQUIRED ON-SITE AND OFF-SITE IMPROVEMENTS, BUT NOT LIMITED TO, WATER SYSTEM IMPROVEMENTS (DISTRIBUTION AND TRANSMISSION MAINS, BOOSTER PUMP STATIONS, WATER RESERVOIRS, TANKS, PUMPS, PRV STATIONS, ETC.), SANITARY SEWER IMPROVEMENTS (SEWER MAINS, LIFT STATIONS, FORCED MAINS, ETC.) ROADWAY AND TRANSPORTATION IMPROVEMENTS, STORM DRAINAGE IMPROVEMENTS (DETENTION/WATER QUALITY BASINS, OUTFALLS, ETC.) AND ALL OTHER NECESSARY IMPROVEMENTS REQUIRED FOR EACH PHASE OF DEVELOPMENT. THE PHASING PLAN SHALL INCLUDE ITEMIZED COST ESTIMATES FOR ALL REQUIRED IMPROVEMENTS AND THE PHASING PLAN SHALL BE REVIEWED AND APPROVED BY THE CITY.

THE CITY ENGINEER MAY CONDITION THE PHASING TO ENSURE THAT EACH PHASE FUNCTIONS INDEPENDENTLY AND IS CONSISTENT WITH THE MINIMUM UTILITY AND ACCESS STANDARDS OF THE CITY. ALL MAPS FILED IN PHASES WILL BE REQUIRED TO HAVE TWO POINTS OF ACCESS FOR EMERGENCY VEHICLE ACCESS AND/OR GENERAL TRAFFIC PURPOSES AND ALL OFF-SITE UTILITIES DEEMED NECESSARY AS DETERMINED BY THE CITY ENGINEER. IMPROVEMENT PLANS FOR ALL FUTURE PHASES THAT INCLUDE HALF SECTIONS OF LOCAL RESIDENTIAL STREETS SHALL INCLUDE A MINIMUM OF 15 FEET OF PAVEMENT OVER THE CENTERLINE, TO ALLOW TWO-WAY TRAFFIC AND SHALL BE SUBJECT TO APPROVAL OF THE COMMUNITY DEVELOPMENT DEPARTMENT AND FIRE DEPARTMENT. THE CITY WILL NOT DICTATE THE ORDER OF THE PHASING EXCEPT THAT THE FIRST PHASE SHALL CONSTRUCT NECESSARY SUPPORTING BACKBONE INFRASTRUCTURE TO THAT PHASE.

TIMING: M
RESPONSIBLE DEPARTMENT: CDD(E), EWR, PW, FD

COMMISSIONER ORTEGA SECONDED THE MOTION.

AYES: HERRERA, WEST, MIKLOS, PEÑA, ORTEGA, REYNOLDS
NOES: NONE
RECUSED: ROMANELLI
ABSENT: NONE

MOTION PASSED

3. SPEC24-00212: Central Business District Vision Plan (formerly Master Plan) and Determination that the Proposed Vision Plan is Statutorily Exempt from CEQA

A Public Hearing to consider and make recommendations to the City Council on the proposed Central Business District Vision Plan, establishing a vision and guiding principles for the future of the district with transformative ideas and implementation strategies/actions to improve the district over time. No specific project or development proposals are contemplated at this time. The Central Business District Vision Plan will serve to guide future implementation steps and proposals. In addition, future development proposals will be subject to compliance with the City's General Plan, Zoning Code, and subject to full environmental review in accordance with CEQA. This project is statutorily exempt from environmental review under Section 15262 (Feasibility and Planning Studies) of the CEQA Guidelines. **(Project Manager: Kathy Pease)**

COMMISSIONER REYNOLDS MOVED TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE CENTRAL BUSINESS DISTRICT VISION PLAN BASED ON THE FINDINGS INCLUDED IN THIS REPORT (FINDINGS A-D).

COMMISSIONER WEST SECONDED THE MOTION.

AYES: HERRERA, WEST, MIKLOS, PEÑA, ROMANELLI, ORTEGA, REYNOLDS
NOES: NONE
RECUSED: NONE
ABSENT: NONE

MOTION PASSED

PLANNING COMMISSION / PLANNING MANAGER REPORT

Planning Manager, Desmond Parrington, shared the following with the Commission:

- The next meeting scheduled will be held on November 20, 2024.
- Staff has handled 23 projects: 21 design reviews for custom homes, accessory structures, additions, commercial canopies and patios, 1 uniform sign program, and 1 minor administrative amendment for the Folsom Plan Area Specific Plan.

- Our current Chief Building Official Scott Zangrando has retired, and we have promoted our Deputy Building Official, Alllison Konwinski to fill that position, starting on Friday, November 1, 2024.

ADJOURNMENT

There being no further business to come before the Folsom Planning Commission, Chair Eileen Reynolds adjourned the meeting at 8:05 p.m.

RESPECTFULLY SUBMITTED,

S Hannum

Stephanie Hannum, ADMINISTRATIVE ASSISTANT

APPROVED:

Eileen Reynolds

Eileen Reynolds, CHAIR

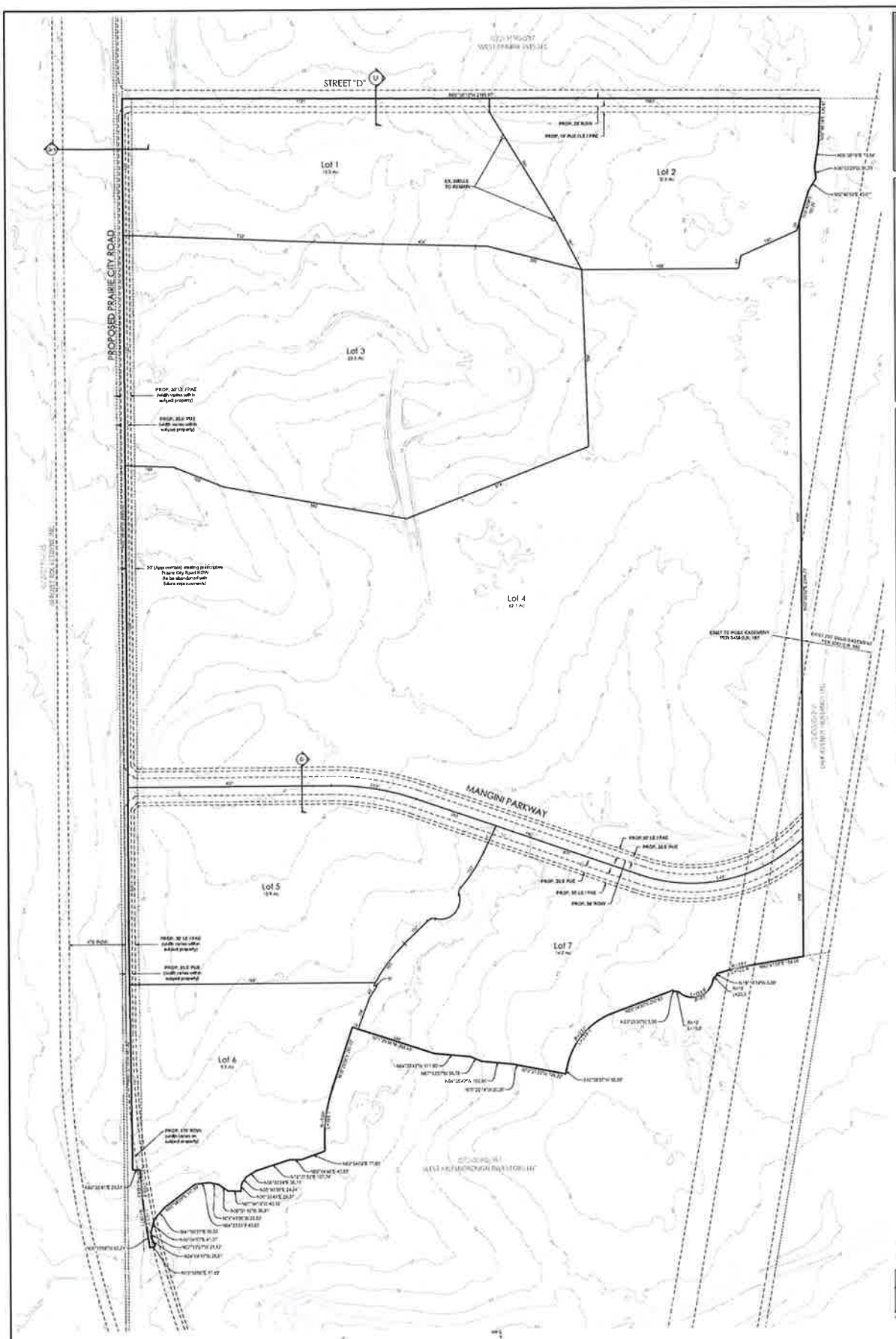
ATTACHMENT 4

Vicinity Map

VICINITY MAP (SUBP22-00159)

ATTACHMENT 5

Large-Lot Tentative Subdivision Map, dated August 9, 2024



VICINITY MAP

TENTATIVE MAP INFORMATION

OWNER / APPLICANT	Aerojet Rocketdyne Inc PO Box 1799 Folsom, CA 95763
ENGINEER	MacKay & Somps Civil Engineers Inc 1835 Creekside Ridge Drive Suite 150 Roseville CA 95678 916-772-1181
ASSESSOR'S PARCEL NUMBER	[illegible]
SITE AREA	146.2 AC
EXISTING ZONING	A (portion of [illegible])
EXISTING / PROPOSED GPLU AND SUD	[illegible]
EXISTING / PROPOSED ST LAND USE	[illegible]
NUMBER OF LOTS / UNITS	7 LOTS / 1015
SERVICE PROVIDERS	
Parks & Recreation	City of Folsom
Police & Fire Protection	City of Folsom
Sanitary Sewer	City of Folsom
Domestic Water	City of Folsom
Storm Drainage	City of Folsom
Electricity	SMUD
Telephone	AT&T
Gas	PG&E
Cable	Comcast
Schools	Folsom Cordova Unified School District

TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: Parcel 1, as shown in the 2011 PM 5, filed in the Sacramento County Recorders Office, May 26, 2011.

1. The subdivision rights are existing zoning in the map.
2. Lot dimensions and acreage are approximate and subject to change.
3. Lot lines and/or areas may be adjusted at the time of the final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein allows adjustments in the new configuration in substantial compliance with the approved Special Plan, subject to the approval of the City of Folsom.
4. The final Mapping and subsequent development of this map, are phased.
5. Lot numbering is for identification purposes only and does not indicate order of development. Different development shall be orderly and will be determined at final Map and/or improvement plan stage.
6. Pursuant to Government Code Section 66452.1, the subdivider may file multiple Final Maps pursuant to this Map. The filing of a Final Map on a portion of this Map shall not invalidate any part of this Map.
7. Pursuant to California Government Code Section 66499.20.2, the lands shown hereon may be merged and resulted. Added effort flexibility to acreage and may constitute development of portions of the existing public roads, subject to the approval of the City of Folsom.
8. Street names shown hereon are for identification purposes only. Final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
9. Additional easements to accommodate new public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on this Map.
10. A 12.5 public utility easement will be located adjacent to all right-of-way except as shown hereon and approved by the City Engineer.
11. The grind property contained in this Map is encumbered by a Drainage Easement for the benefit of the City of Folsom and Sacramento County, as recorded August 26, 2014 in Book 20140826 of Official Records of Sacramento County.

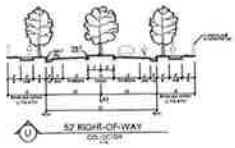
BENCHMARK

Benchmark 78 ELEVATION: 364.15 NAVD 88
BRASS DISK STAMPED "CBP OF FOLSOM BM 78" ON THE NORTHEAST CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHBOUND SIDE OF AFTON CREEK, LOCATION OF SITE IS APPROXIMATELY 5200 FEET WEST OF E. TOWNE STREET AND 2500 FEET DUE NORTH OF WHITE ROCK ROAD
APPROXIMATE LATITUDE: N38° 39' 31.49" LONGITUDE: W121° 07' 29.30"

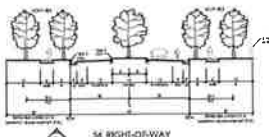
THE BASIS FOR ELEVATIONS WERE ALL FROM EQUITY BENCHMARK 6015-009 STAMPED "FCBM" IN FEB JAN 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

Project Summary

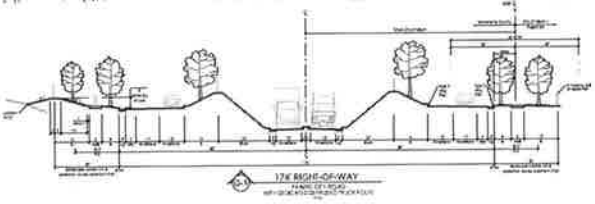
Parcel #	Land Use	Acres
1	[illegible]	[illegible]
2	[illegible]	[illegible]
3	[illegible]	[illegible]
4	[illegible]	[illegible]
5	[illegible]	[illegible]
6	[illegible]	[illegible]
7	[illegible]	[illegible]
Total		146.2



57 RIGHT-OF-WAY



56 RIGHT-OF-WAY



174 RIGHT-OF-WAY

N

0 50 100 200
SCALE: 1"=100'

LARGE LOT
TENTATIVE SUBDIVISION MAP

HILLSBOROUGH - AREA 40

a portion of the Folsom Plan Area Specific Plan

Folsom, CA

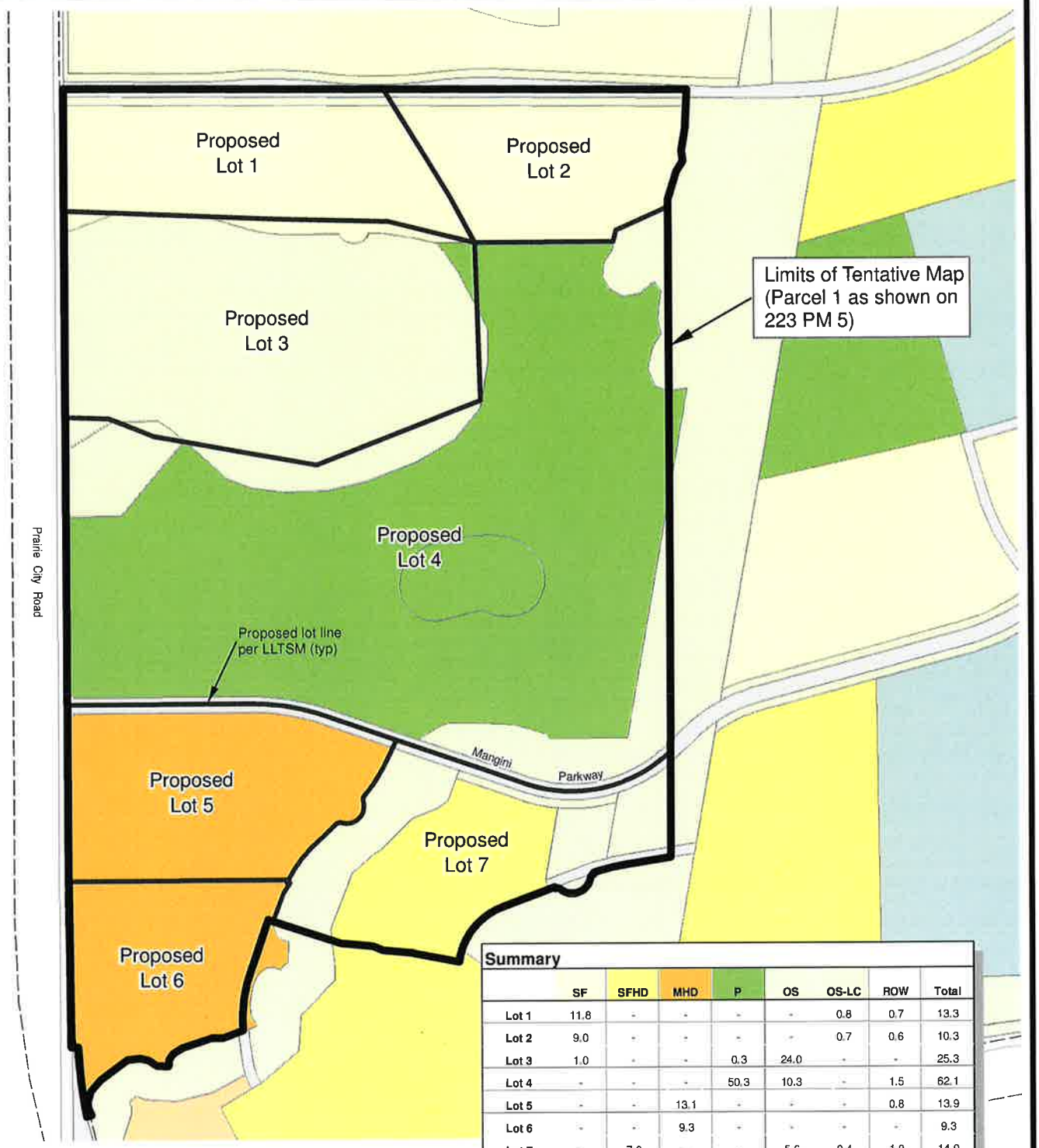
MacKay & Somps
ENGINEERS PLANNERS SURVEYORS

August 9, 2019

Sheet 1 of 1

ATTACHMENT 6

Land Use Overlay, dated August 20, 2024



Summary

	SF	SFHD	MHD	P	OS	OS-LC	ROW	Total
Lot 1	11.8	-	-	-	-	0.8	0.7	13.3
Lot 2	9.0	-	-	-	-	0.7	0.6	10.3
Lot 3	1.0	-	-	0.3	24.0	-	-	25.3
Lot 4	-	-	-	50.3	10.3	-	1.5	62.1
Lot 5	-	-	13.1	-	-	-	0.8	13.9
Lot 6	-	-	9.3	-	-	-	-	9.3
Lot 7	-	7.0	-	-	5.6	0.4	1.0	14.0
Total	**21.8**	**7.0**	**22.4**	**50.6**	**39.9**	**1.9**	**4.6**	**148.2**

0 150 300 600
Feet

NOTE:
1. THIS EXHIBIT DISPLAYS THE OVERLAY OF THE PROPOSED LARGE LOT TENTATIVE SUBDIVISION MAP (LLTSM) ONTO THE CURRENT LAND USE DESIGNATIONS PER THE FOLSOM PLAN AREA SPECIFIC PLAN UPDATE, DATED AUGUST 27, 2024.

HILLSBOROUGH AREA 40

TENTATIVE MAP / LAND USE OVERLAY

OCTOBER 8, 2024

P:\27026\GISFiles\Area40\HB_Area40_LLTM_LandUse_Overlay.mxd

ATTACHMENT 7

Project Narrative, dated August 9, 2024

August 9, 2024

PROJECT NARRATIVE

We are pleased to resubmit the Planning Entitlement Application for the **HILLSBOROUGH AREA 40 (HB-A40) LARGE LOT TENTATIVE SUBDIVISION MAP.**

Items submitted include:

1. Revised Project Narrative
2. Revised Large Lot Tentative Subdivision Map
3. Revised Land Use Overlay Exhibit
4. Responses to Comments Matrix
5. Updated Public Noticing Materials

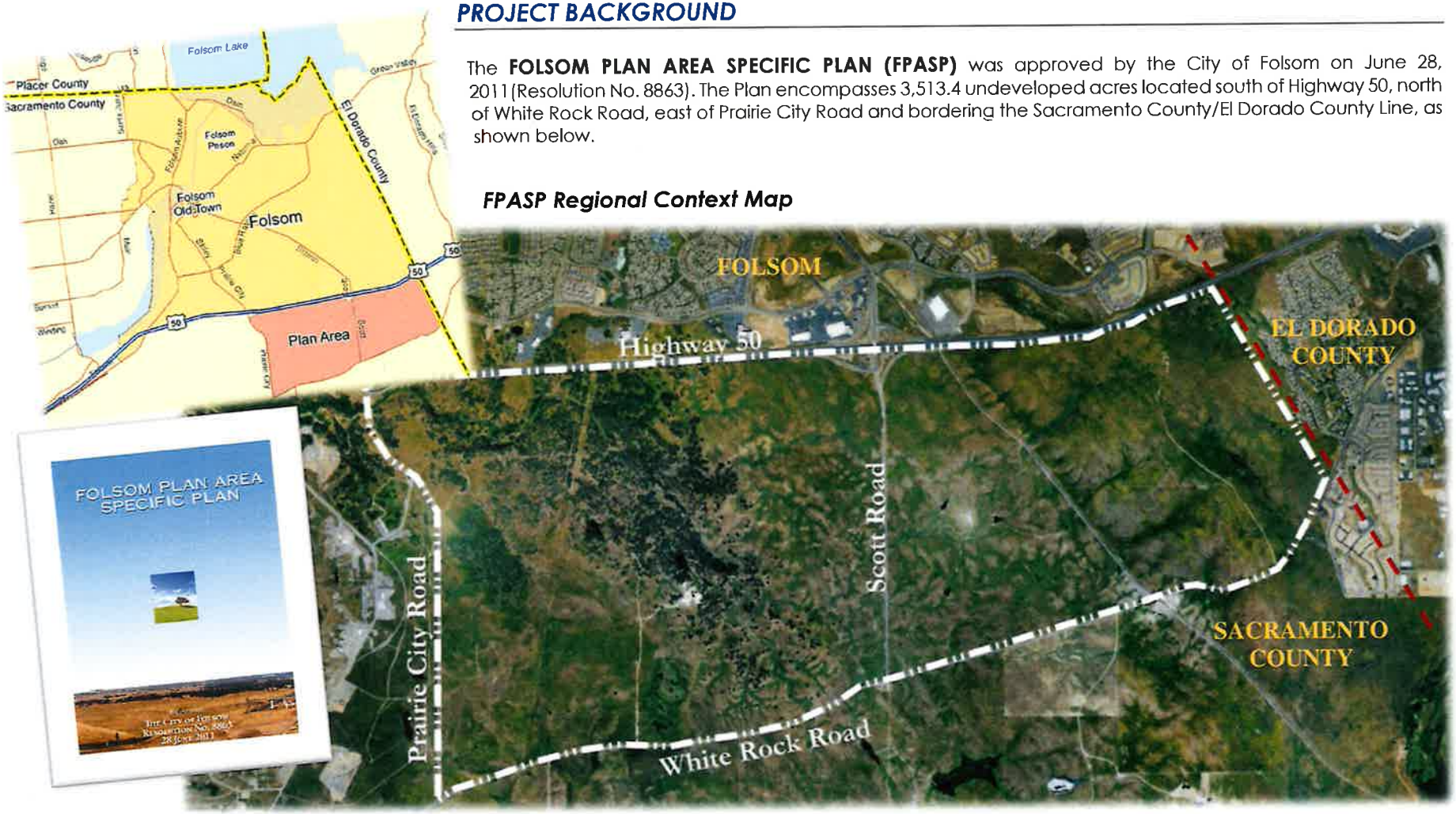
Please contact me if you have questions and/or need anything further.

Donna Pasquantonio ASLA, LEED AP
MacKay & Somps Civil Engineers, Inc.
1025 Creekside Ridge Drive, Suite 150 | Roseville, CA 95678-3575 | Cell: 916-919-7999 | P: 916.773.1189 |
E: dpasquantonio@msce.com

PROJECT BACKGROUND

The **FOLSOM PLAN AREA SPECIFIC PLAN (FPASP)** was approved by the City of Folsom on June 28, 2011 (Resolution No. 8863). The Plan encompasses 3,513.4 undeveloped acres located south of Highway 50, north of White Rock Road, east of Prairie City Road and bordering the Sacramento County/El Dorado County Line, as shown below.

FPASP Regional Context Map

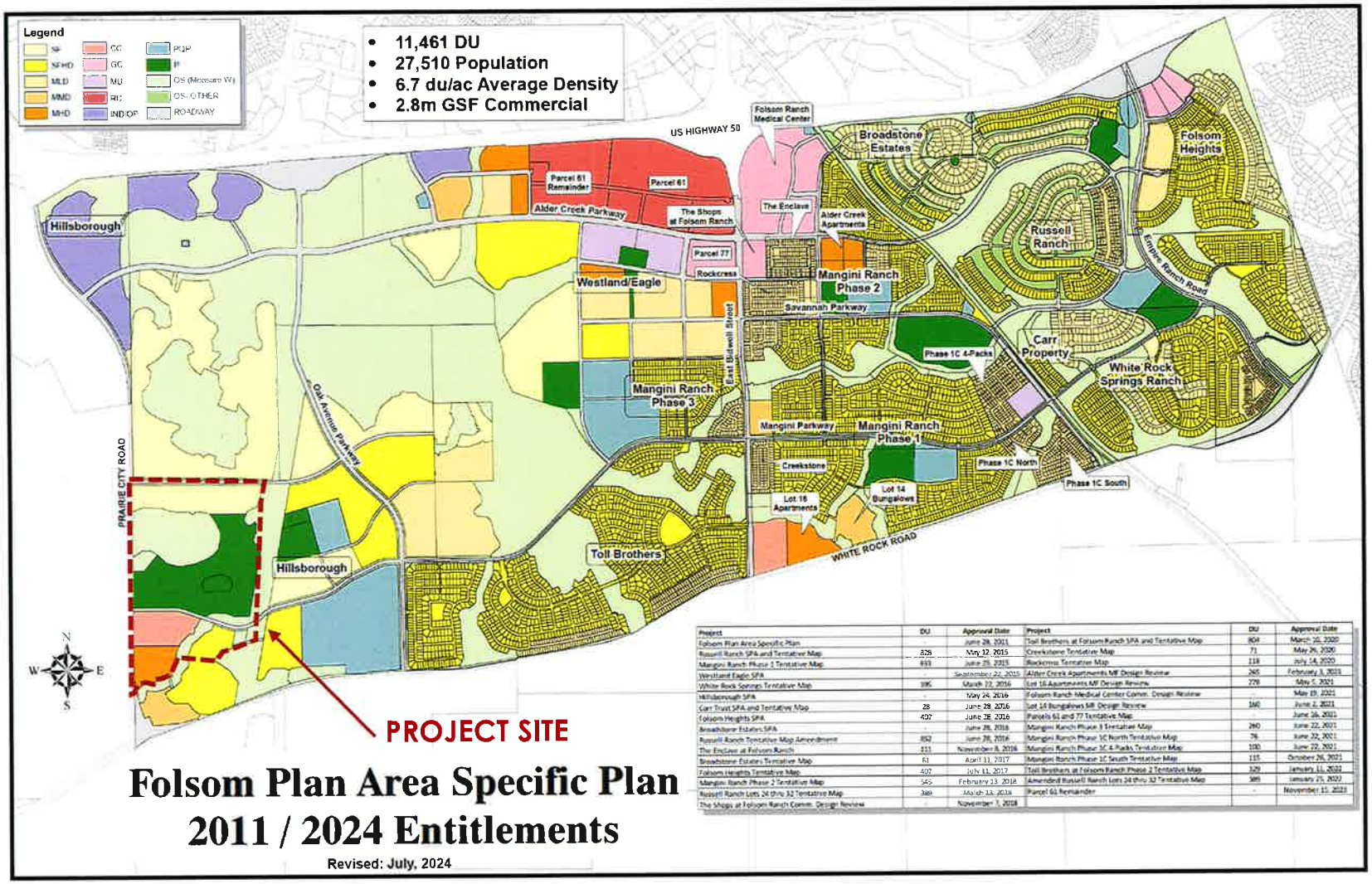


PROJECT BACKGROUND:

The Folsom Plan Area Specific Plan 2011-2024 Entitlements exhibit is shown here.

This exhibit illustrates the current entitlement history and land planning status for the FPASP Plan Area.

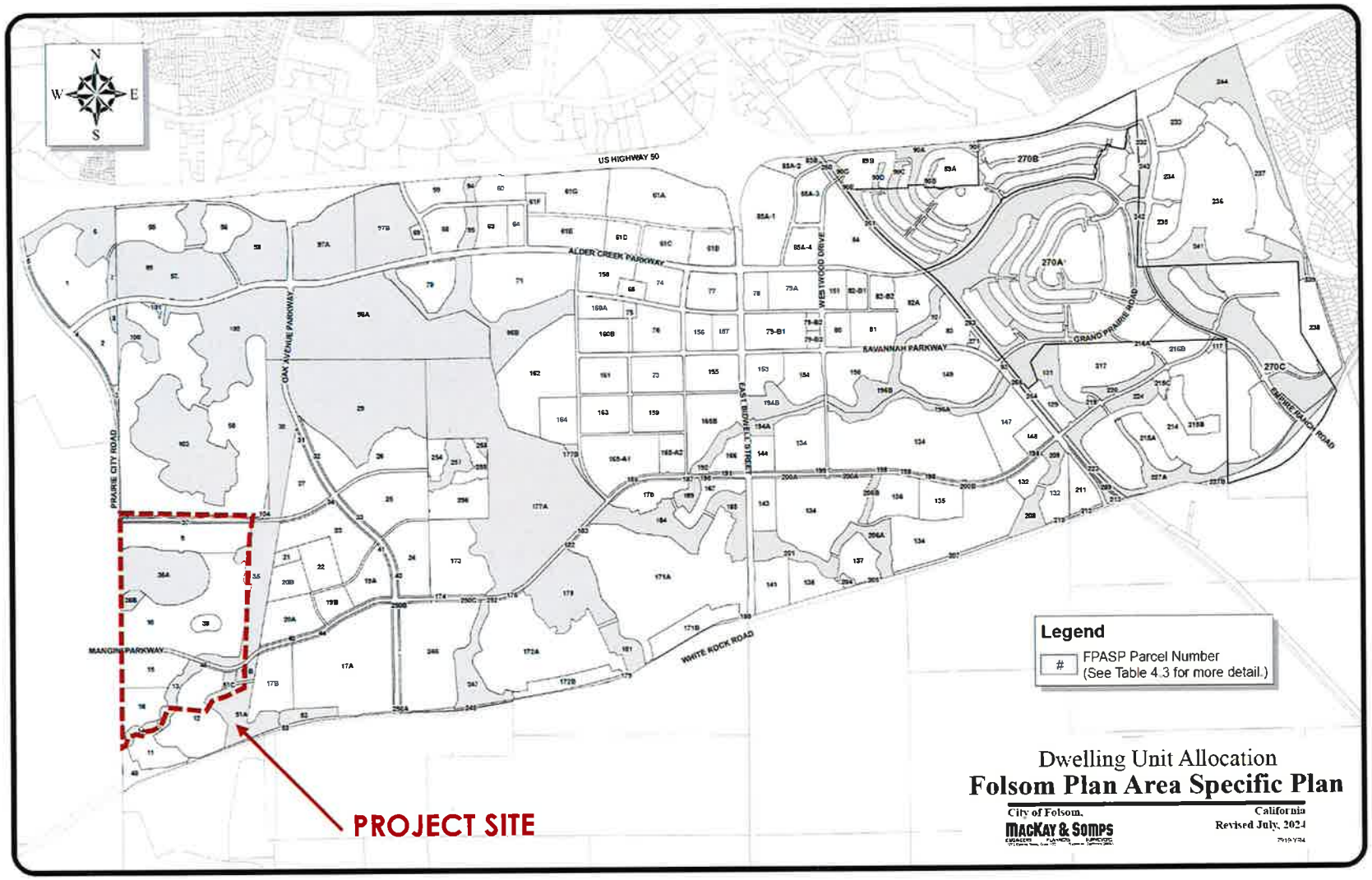
The **HB-A40 LLVTSM area is shown here.** The Project Site is located on Prairie City Road at Mangini Parkway.



Project	DU	Approval Date
Folsom Plan Area Specific Plan	-	June 28, 2011
Russell Ranch SPA and Tentative Map	828	May 12, 2015
Mangini Ranch Phase 1 Tentative Map	893	June 25, 2015
Westland Eagle SPA	-	September 22, 2015
White Rock Springs Tentative Map	395	March 22, 2016
Hillsborough SPA	-	May 24, 2016
Carr Trust SPA and Tentative Map	28	June 28, 2016
Folsom Heights SPA	407	June 28, 2016
Broadstone Estates SPA	-	June 28, 2016
Russell Ranch Tentative Map Amendment	852	June 28, 2016
The Enclave at Folsom Ranch	111	November 8, 2016
Broadstone Estates Tentative Map	81	April 11, 2017
Folsom Heights Tentative Map	407	July 11, 2017
Mangini Ranch Phase 2 Tentative Map	565	February 13, 2018
Russell Ranch Lots 24 thru 32 Tentative Map	340	March 13, 2018
The Shops at Folsom Ranch Comm. Design Review	-	November 7, 2018

Project	DU	Approval Date
Toll Brothers at Folsom Ranch SPA and Tentative Map	804	March 10, 2020
Creekstone Tentative Map	71	May 26, 2020
Rockcress Tentative Map	118	July 14, 2020
Alder Creek Apartments MF Design Review	265	February 3, 2021
Lot 16 Apartments MF Design Review	270	May 5, 2021
Folsom Ranch Medical Center Comm. Design Review	-	May 19, 2021
Lot 14 Bungalows MF Design Review	160	June 2, 2021
Parcels 61 and 77 Tentative Map		June 16, 2021
Mangini Ranch Phase 3 Tentative Map	280	June 22, 2021
Mangini Ranch Phase 1C North Tentative Map	76	June 22, 2021
Mangini Ranch Phase 1C 4-Packs Tentative Map	100	June 22, 2021
Mangini Ranch Phase 1C South Tentative Map	115	October 26, 2021
Toll Brothers at Folsom Ranch Phase 2 Tentative Map	329	January 11, 2022
Amended Russell Ranch Lots 24 thru 32 Tentative Map	389	January 25, 2022
Parcel 61 Remainder	-	November 11, 2022

PROJECT BACKGROUND:



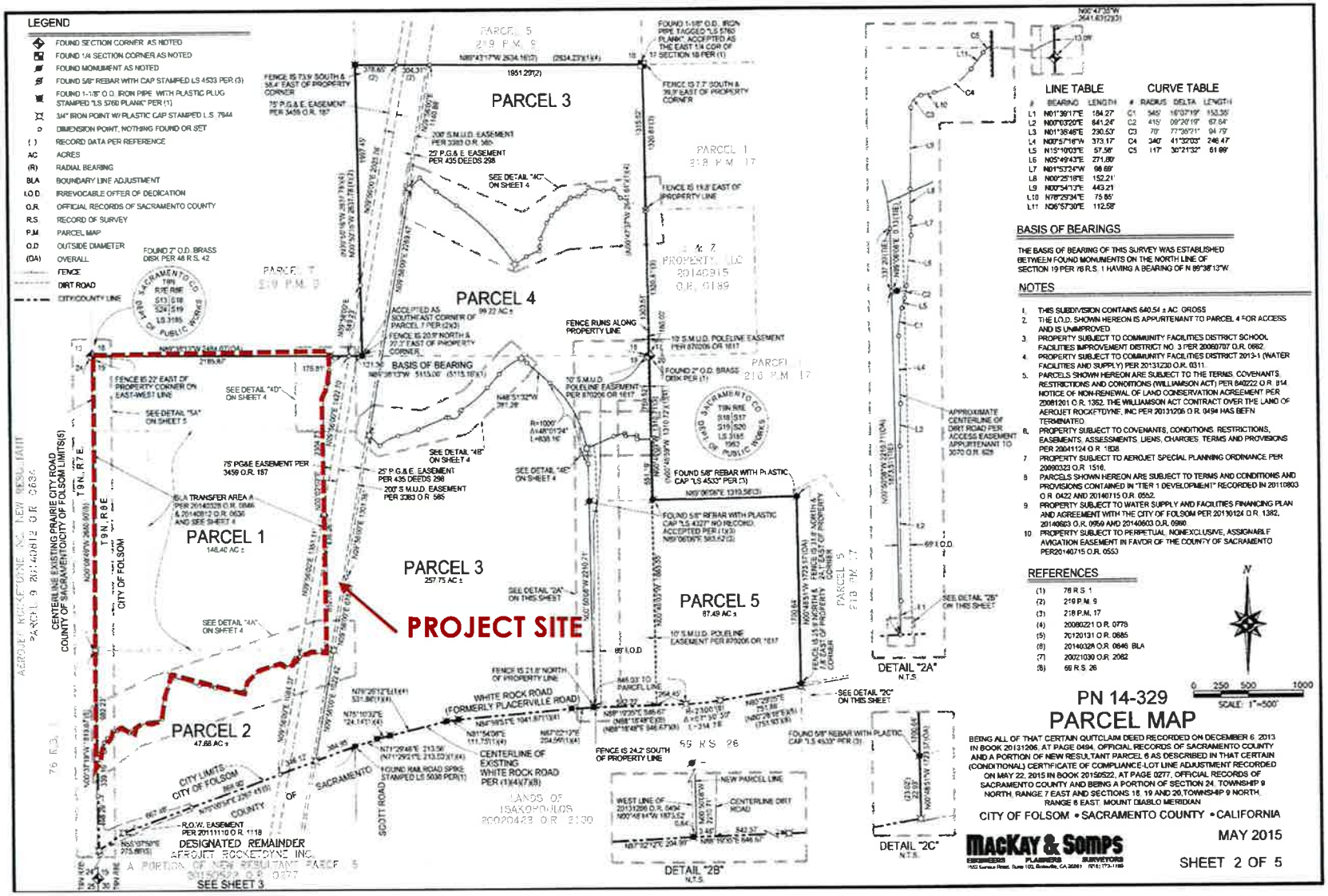
The FPASP Allocation Map is shown here.

The proposed Project is shown and so designated on the FPASP Allocation Map and Table.

PROJECT AREA FPASP PARCELS-

SF: 9
SFHD: 12(PTN)
MHD: 16
CC: 15
PARK: 10, 38
OPEN SPACE: 13(PTN), 35(PTN), 36A, 36B, 51B(PTN, 51C.

The property owner is Aerojet Rocketdyne and the Assessor's Parcel Number is 072-0600-090



PROJECT SITE ENTITLEMENT HISTORY:

APPROVED HILLSBOROUGH PARCEL MAP

Shown here is the *HILLSBOROUGH PARCEL MAP.* On May 28, 2015, the HILLSBOROUGH (PN-14-329) PARCEL MAP recorded at the Sacramento County Assessor's Office (223 PM 5).

Parcel 1 (hereon outlined in red) was retained by Aerojet Rocketdyne, and Parcels 2-5 were transferred to various entities.

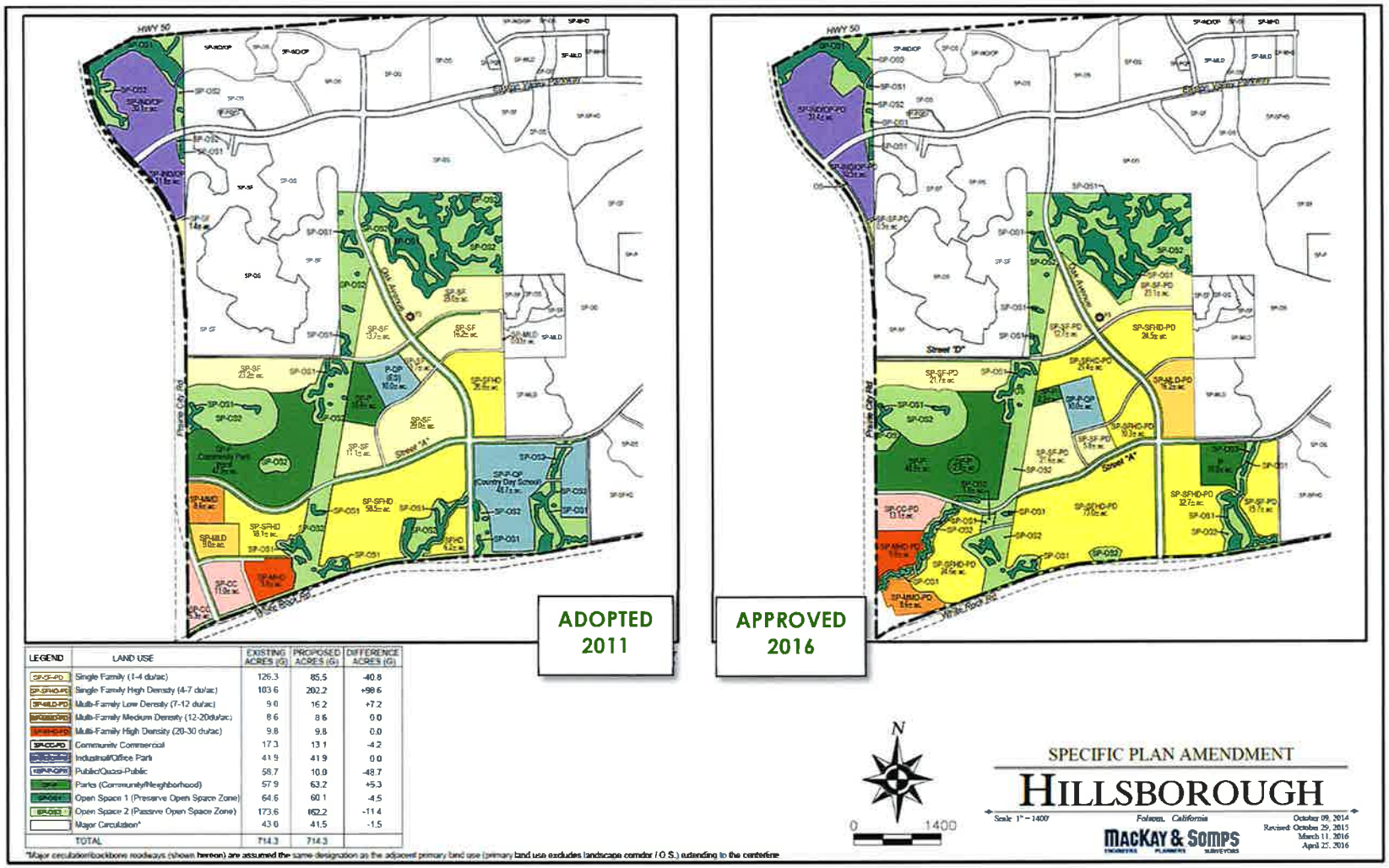
Parcel 1 is the subject of this application.

PROJECT SITE ENTITLEMENT HISTORY:

APPROVED HILLSBOROUGH SPA and GPA

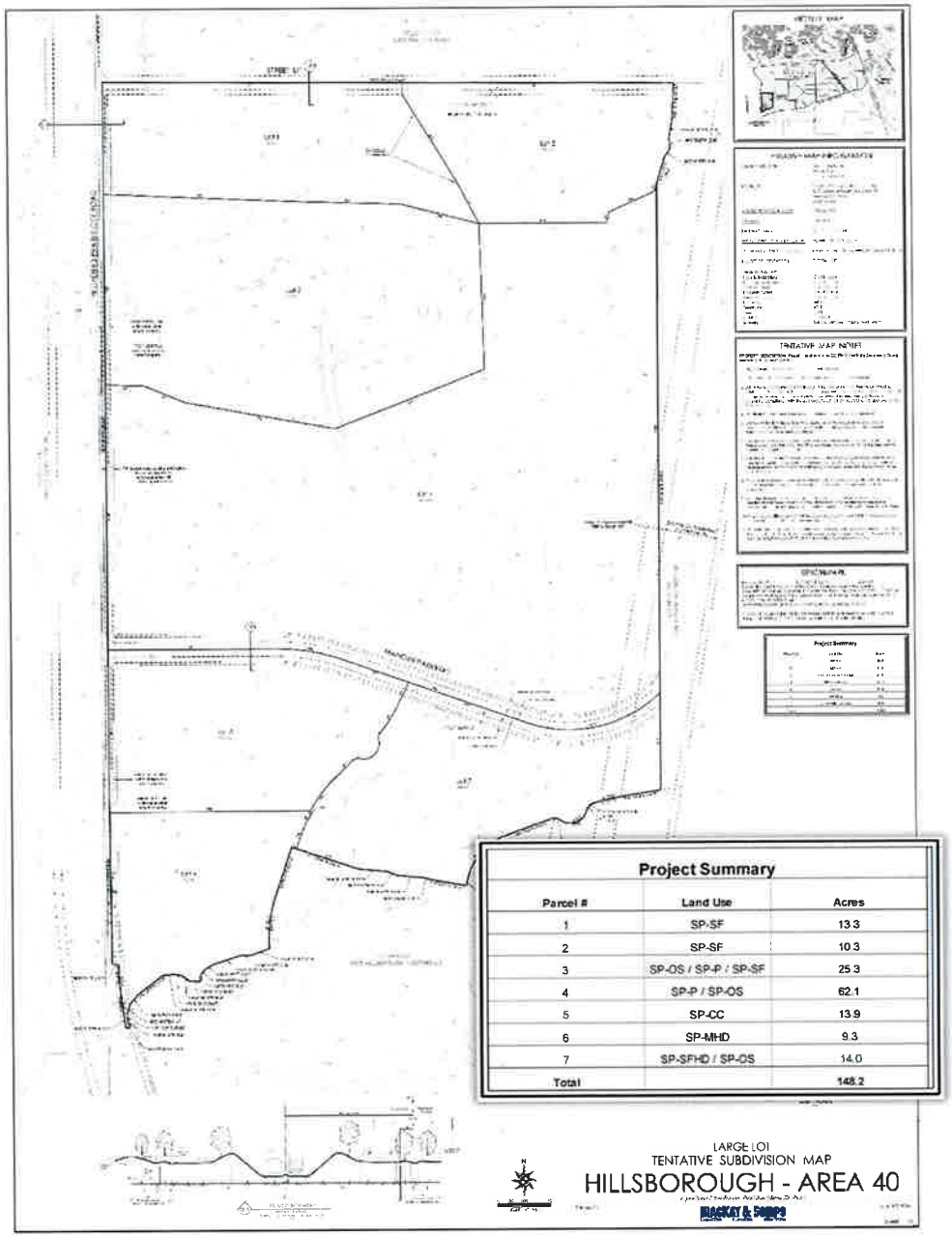
Shown here is the *HILLSBOROUGH SPA exhibit.*

On May 24, 2016, the Folsom City Council adopted an addendum to the Final EIR/EIS for the Folsom Plan Area Specific Plan in connection with the HILLSBOROUGH project (Resolution 9761). The Council also approved a General Plan Amendment (Resolution 9762) and an amendment to the Folsom Plan Area Specific Plan for the HILLSBOROUGH project (Resolution 9763). The approved SPA increased the residential dwelling unit count by 394 units and decreased the amount of commercial area by approximately 4.2ac and 46,827 gross square feet of commercial building area.



LEGEND	LAND USE	EXISTING ACRES (G)	PROPOSED ACRES (G)	DIFFERENCE ACRES (G)
SP-SF-PD	Single Family (1-4 du/ac)	126.3	85.5	-40.8
SP-SFHD-PD	Single Family High Density (4-7 du/ac)	103.6	202.2	+98.6
SP-MLD-PD	Multi-Family Low Density (7-12 du/ac)	9.0	16.2	+7.2
SP-MMD-PD	Multi-Family Medium Density (12-20du/ac)	8.6	8.6	0.0
SP-MHD-PD	Multi-Family High Density (20-30 du/ac)	9.8	9.8	0.0
SP-CC-PD	Community Commercial	17.3	13.1	-4.2
SP-IOP-PD	Industrial/Office Park	41.9	41.9	0.0
SP-P-QP-PD	Public/Quasi-Public	58.7	10.0	-48.7
SP-P	Parks (Community/Neighborhood)	57.9	63.2	+5.3
SP-OS-1	Open Space 1 (Preserve Open Space Zone)	64.6	60.1	-4.5
SP-OS-2	Open Space 2 (Passive Open Space Zone)	173.6	162.2	-11.4
	Major Circulation*	43.0	41.5	-1.5
	TOTAL	714.3	714.3	

*Major circulation/backbone roadways (shown hereon) are assumed the same designation as the adjacent primary land use (primary land use excludes landscape corridor / O.S.) extending to the centerline



Project Summary

Parcel #	Land Use	Acres
1	SP-SF	13.3
2	SP-SF	10.3
3	SP-OS / SP-P / SP-SF	25.3
4	SP-P / SP-OS	62.1
5	SP-CC	13.9
6	SP-MHD	9.3
7	SP-SFHD / SP-OS	14.0
Total		148.2

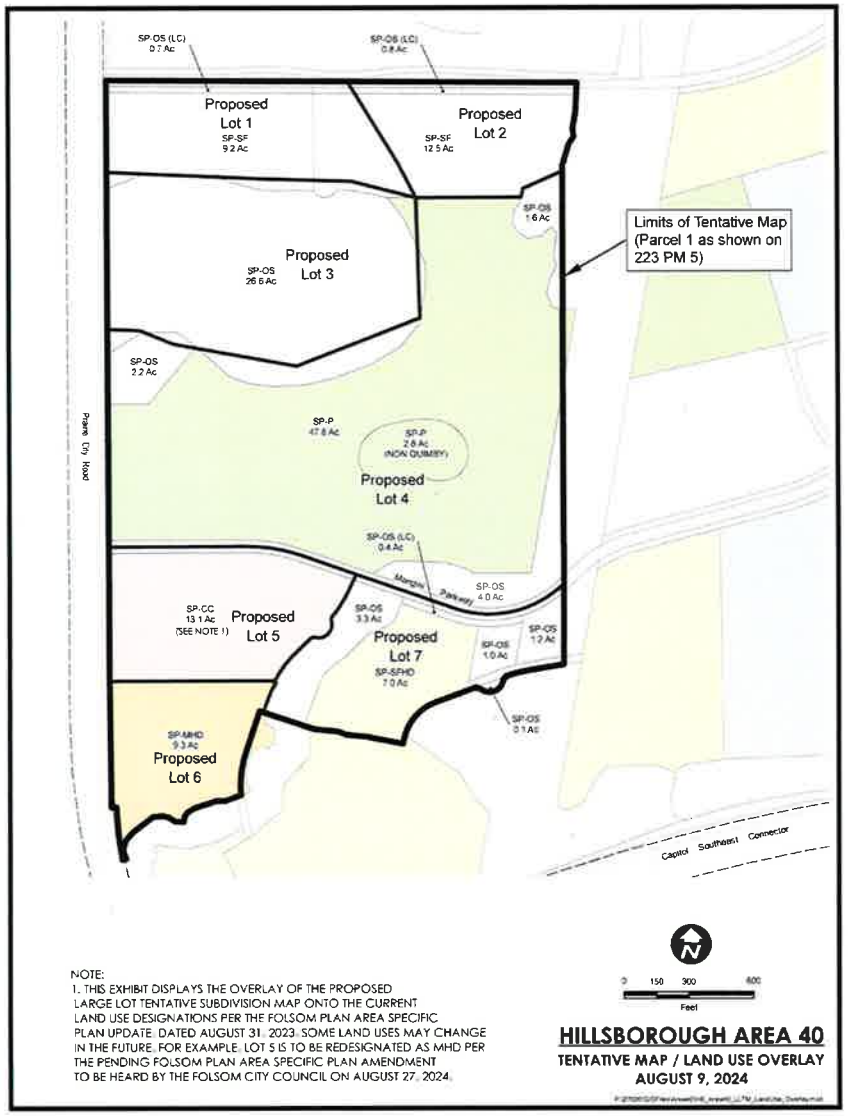
PROPOSED ENTITLEMENTS SOUGHT WITH THIS APPLICATION: LARGE LOT TENTATIVE SUBDIVISION MAP (LLTSM):

The Large Lot Tentative Subdivision Map is shown here.

The Large Lot Tentative Map seeks to further subdivide the area shown and so designated as Parcel 1 of Parcel Map 223 PM 5 into various large lots. The street sections shown on the LLTSM are the same as those approved in the FPASP for these roadways. Adjoining public utility easements (PUEs) along the IODs are also shown and so designated. The existing Irrevocable Offers of Dedication (IODs) are shown on the LLVTSM for specific roadways shown and designated in the FPASP. New additional proposed streets are shown as rights-of-way as requested by City staff. The street sections shown on the LLVTSM are consistent with those approved in the FPASP.

With this Large Lot Tentative Subdivision Map:

- The subdivision of land (parcel configuration) is sought for the transfer of lands ***according to a purchase and sale agreement*** between the property owner and buyer.
- Large lots (i.e., this LLTSM) are sought for the ***purpose of sale, lease, and/or financing only***, in accordance with the Subdivision Map Act.
- ***No development rights are sought*** with the LLVTSM and there is a note on the face of the map stating so.
- Further mapping of this site will occur. ***Future large lot and small lot tentative maps will further subdivide the large parcels of land into smaller lots consistent with the FPASP land use and allocation map***. These future tentative maps (by others) will seek development rights after the transfer of land to the developer is completed. The future parcel configuration will be consistent with the approved FPASP land use plan and will establish discreet parcels of land based on the FPASP land use boundaries (meaning, the future maps will create lots with singular land use designations, versus this LLTSM where there are large lots with multiple land use designations). Large lots with multiple land use designations exist throughout the FPASP; it is with individual tentative maps (LLTSMs and SLTSMs that seek actual development rights) that the smaller lots are created to be consistent with the FPASP land use boundaries.



NOTE:
1. THIS EXHIBIT DISPLAYS THE OVERLAY OF THE PROPOSED LARGE LOT TENTATIVE SUBDIVISION MAP ONTO THE CURRENT LAND USE DESIGNATIONS PER THE FOLSOM PLAN AREA SPECIFIC PLAN UPDATE, DATED AUGUST 31, 2023. SOME LAND USES MAY CHANGE IN THE FUTURE. FOR EXAMPLE, LOT 5 IS TO BE REDESIGNATED AS MHD PER THE PENDING FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT TO BE HEARD BY THE FOLSOM CITY COUNCIL ON AUGUST 27, 2024.

An LLTSM/FPASP Land Use Overlay Exhibit is shown here.

This overlay exhibit illustrates how the proposed LLTSM (shown in thick black lines) overlays on the approved FPASP 2016 (current) land use plan (shown in colored areas). Also shown here, and so labeled, are the acreage of the various individual land uses within the proposed large lots that are the subject of this LLTSM.

Future large and small lot tentative subdivision maps (seeking development rights) will further subdivide these proposed large lots into smaller lots, with boundaries that will be consistent/congruent with the land uses shown on the FPASP. (See various colored areas indicating discrete land uses.) A General Plan Amendment and Specific Plan Amendment (or a Minor Administrative Modification "MAM") will be sought to bring the land uses into conformance with the approved General Plan and Specific Plan designations in the future at time of request for development rights.

As a reminder, the proposed LLVTSM seeks to subdivide the subject area for purposes of sale, lease & financing only. This subdivision of land will position the affected properties for future specific development applications. No development rights are sought at this time.

For more information, please see the full submittal package and/or contact the project applicant.

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS

ATTACHMENT 8

Addendum to the FPASP EIR/EIS, dated September 17, 2024

Memo

455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444.7301

Date: September 17, 2024

To: Jessica Brandt, Principal Planner

From: Pat Angell and Kari Zajac, Ascent Environmental, Inc.

Subject: **Hillsborough Area 40 Large Lot Tentative Subdivision Map, Environmental Information Supporting Addendum to the Folsom Plan Area Specific Plan EIR/EIS**

At the request of the City of Folsom (City), Ascent has prepared this evaluation of the potential environmental impacts that may be associated with the Hillsborough Area 40 Large Lot Tentative Subdivision Map (hereinafter referred to as the "project"). This evaluation assesses whether the potential impacts are within the scope of analysis of and adequately addressed by the Environmental Impact Report/Environmental Impact Statement for the Folsom South of U.S. Highway 50 Specific Plan Project (FPASP EIR/EIS) (State Clearinghouse No. 2008092051). This analysis determines whether new or different impacts associated with the project would occur because of changes in circumstances (i.e., the length of time since the prior EIRs' analysis), pursuant to Section 15162 of the California Environmental Quality Act (CEQA) Guidelines. Based on the analysis contained in this memorandum, the City has determined that an addendum is the appropriate environmental document for the project consistent with Section 15164 of the CEQA Guidelines.

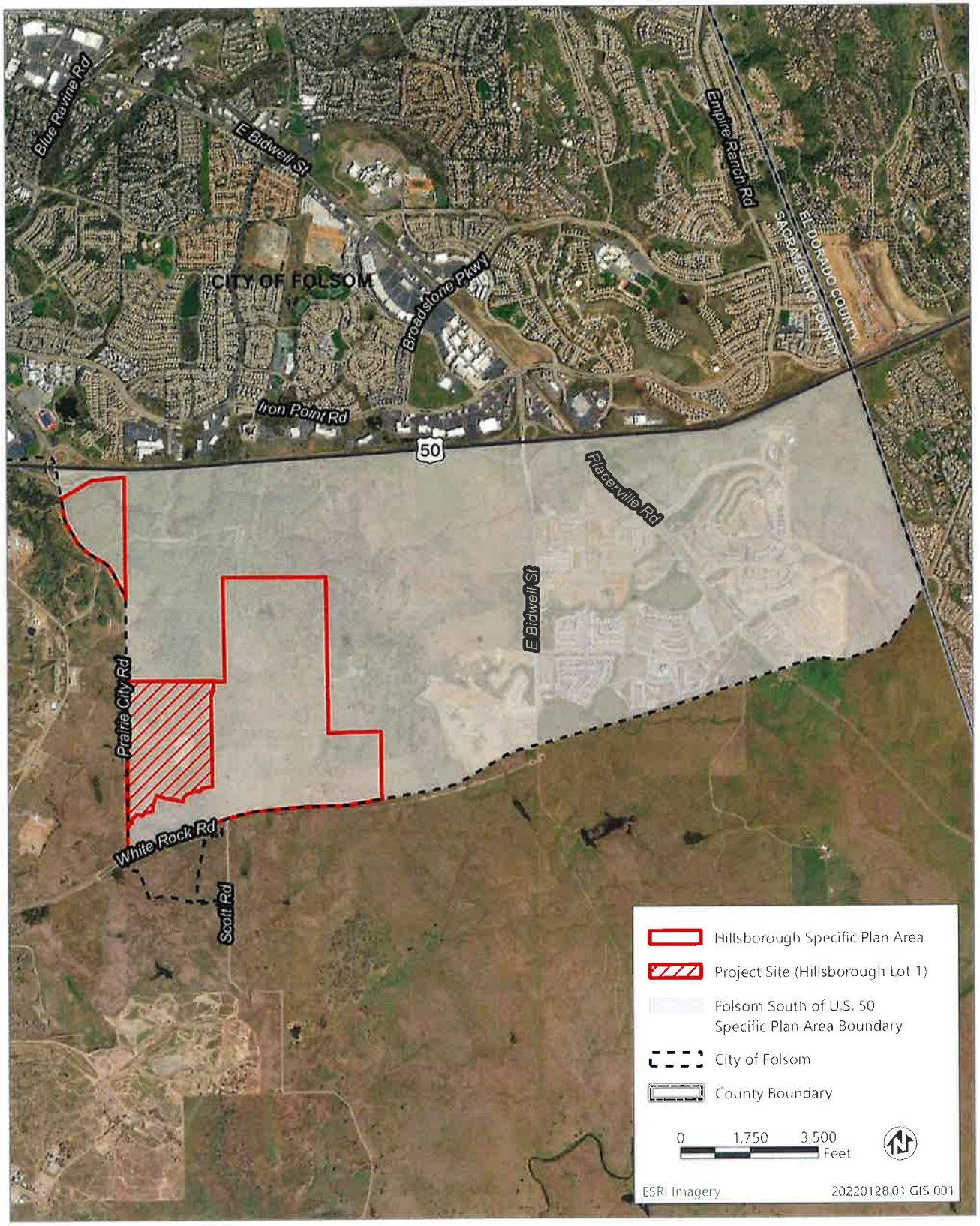
PROJECT LOCATION

The 148.2-acre project site is within the Folsom Plan Area Specific Plan (FPASP). The FPASP encompasses a total of 3,585 acres and is located within Folsom, south of U.S. Highway 50 and north of White Rock Road, between Prairie City Road and the El Dorado County line (see Figure 1). The project site is located on Prairie City Road at Mangini Parkway and identified as Parcel 1 of the Hillsborough area in the southwestern portion of the FPASP (see Figure 2).

PROJECT BACKGROUND

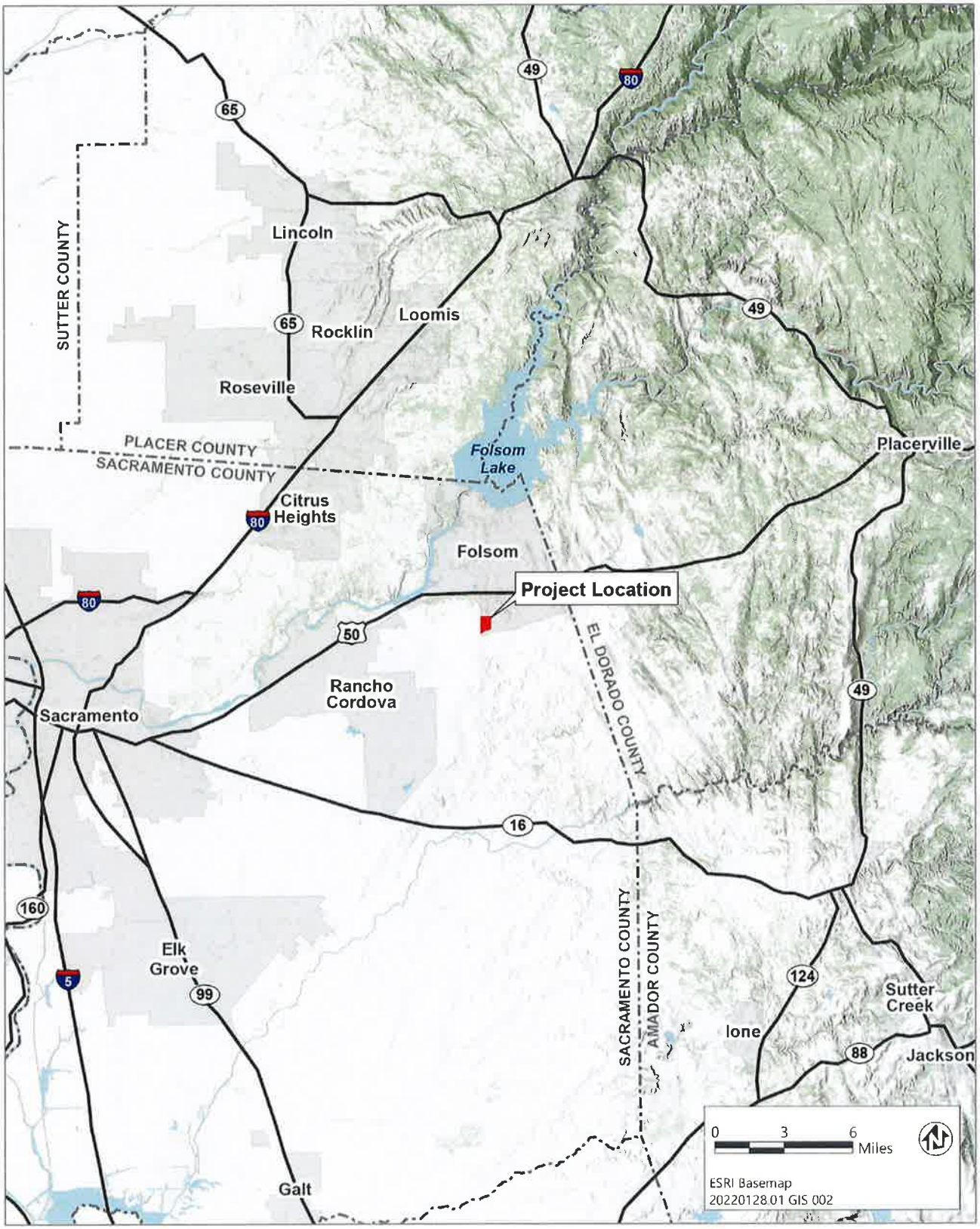
On June 28, 2011, the Folsom City Council approved (Resolution No. 8863) the FPASP for development of up to 10,210 residential housing units in a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks and infrastructure projected to occur on the approximate 3,585-acre site (City of Folsom 2010; City of Folsom 2011). The FPASP EIR/EIS (June 2011) included an allocation of 1,624 residential units, 17 acres of community commercial, 42 acres of industrial/office park, 58 acres of public/quasi-public, 58 acres of parks, and 238 acres of open space to the Hillsborough area.

The FPASP was updated in 2018 to include all the various approved plan amendments and mapping modifications made since the first approval in 2011. As amended, the FPASP provides for additional residential development, up to a total of 11,461 residential units. The FPASP was amended again on August 27, 2024 as part of the City of Folsom General Plan Amendments for Increased Residential Capacity Project (Resolution No. 11252). The amended the FPASP allows for the potential of an additional 1,882 residential units.



Source: Adapted by Ascent in 2022.

Figure 1 Project Vicinity



Source: Adapted by Ascent in 2022.

Figure 2 Regional Location

The amendments included changes to Lots 15 and 16 within the southern portion of the project site. The land use designation of Lot 15 was changed from Community Commercial (CC) to Multi-Family High Density (MHD) to allow for an additional 320 residential units and Lot 16 was assumed to have a reduction in 6 residential units. Overall, the 2024 amendments to the FPASP allow for an increase in 314 units on the project site.

On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (SPA) (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final EIR/EIS (Resolution No. 9761) for the Hillsborough Project. The approved SPA included 394 additional housing units with 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land uses. The Hillsborough SPA Addendum reviewed the potential impacts associated with the Hillsborough development and considered whether the existing mitigation that was adopted with the FPSAP EIR/EIS was sufficient to reduce environmental impacts (City of Folsom 2016). The Addendum concluded that the Hillsborough SPA would not result in any new or substantially more severe environmental impacts as compared to the FPASP EIR/EIS.

PROJECT DESCRIPTION

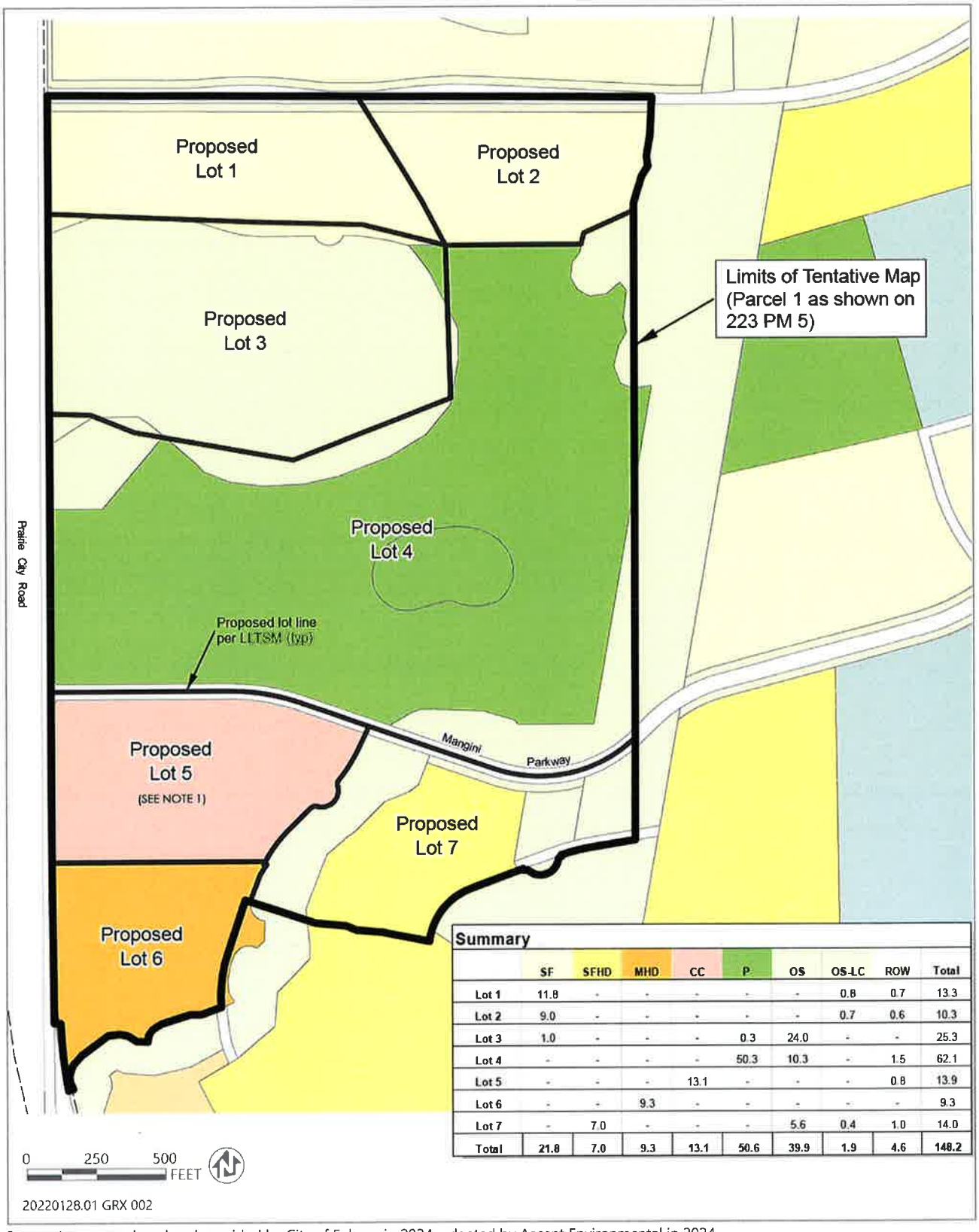
The project includes a Large Lot Tentative Map and would further subdivide the project site (Lot 1 of the Hillsborough SPA) into a total of seven lots (see Figure 3 and Table 1). The subdivision of land would be used for the transfer of lands between the property owner and buyer. Further mapping of the project site would occur at a later date that would further subdivide the large parcels info smaller lots consistent with the FPSAP land use and allocation map. The future tentative maps would seek development rights after the transfer of land to the developer is complete.

The project would not result in any changes to the buildout projections on the project site as part of the FPSAP or Hillsborough SPA. Additionally, there would be no changes to the street sections approved in the FPASP. Utilities on the site would be provided by City of Folsom, Sacramento Municipal Utility District, and Pacific Gas & Electric, as anticipated in the FPSAP. The project would be consistent with the FPASP and the Folsom 2035 General Plan.

Table 1 Project Parcel Summary

Parcel Number	Land Use	Acres
1	SP-SF	13.3
2	SP-SF	10.3
3	SP-OS/SP-P/SP-SF	25.3
4	SP-P/SP-OS	62.1
5	SP-CC	13.9
6	SP-MHD	9.3
7	SP-SFHD/SP-OS	14.0

Notes: SP-SFHD = Single Family High Density; SP-SF = Single Family; SP-MHD = Multi-Family High Density; SP-CC = Community Commercial; SP-OS = Open Space



Summary

	SF	SFHD	MHD	CC	P	OS	OS-LC	ROW	Total
Lot 1	11.8	-	-	-	-	-	0.8	0.7	13.3
Lot 2	9.0	-	-	-	-	-	0.7	0.6	10.3
Lot 3	1.0	-	-	-	0.3	24.0	-	-	25.3
Lot 4	-	-	-	-	50.3	10.3	-	1.5	62.1
Lot 5	-	-	-	13.1	-	-	-	0.8	13.9
Lot 6	-	-	9.3	-	-	-	-	-	9.3
Lot 7	-	7.0	-	-	-	5.6	0.4	1.0	14.0
Total	21.8	7.0	9.3	13.1	50.6	39.9	1.9	4.6	148.2

Source: Image produced and provided by City of Folsom in 2024, adapted by Ascent Environmental in 2024.

Figure 3 Proposed Lot Split

CONSIDERATION OF CHANGED CIRCUMSTANCES

The approved Hillsborough Specific Plan Amendment, certified on May 24, 2016, includes 394 additional housing units with 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land uses. The City of Folsom General Plan Amendments for Increased Residential Capacity Project was approved on August 27, 2024, with certification of a Subsequent EIR, includes an additional 314 housing units within the project site. Due to the additional discretionary review required for the changes in land use and population from the previously approved development, the project was evaluated for potential new or different impacts in compliance with Section 15164 of the CEQA Guidelines.

Based on the analysis presented below, the impacts of the project are determined to be adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and an addendum is sufficient to document environmental impacts of the project. Per CEQA Guidelines Section 15164, an addendum is appropriate when a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts

ENVIRONMENTAL ANALYSIS

Using Appendix G, Environmental Checklist, of the CEQA Guidelines as an analytical tool, the following discussion evaluates the potential environmental impacts of implementation of the project in the context of the FPASP EIR/EIS and the Hillsborough SPA Addendum to determine if those impacts are sufficiently covered, or if additional analysis is necessary. All mitigation measures referenced in this section are included in Attachment A Mitigation Monitoring and Reporting Program.

Aesthetics

Implementation of the project would involve a subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. The project would result in the same buildout and would affect the same area already analyzed and would not alter the development type, building height, or density at the site such that different or more severe aesthetic impacts would result. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and incorporated by reference in the Hillsborough SPA Addendum and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR and would continue to remain applicable if the project were approved.

- Mitigation Measure 3A.1-4: Screen construction staging areas.
- Mitigation Measure 3A.a-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.

The potential environmental impacts related to aesthetics and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Agricultural and Forestry Resources

Implementation of the project would involve the subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. The project would affect the same area already analyzed. The site is not designated as or currently in agricultural production, is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and is not under Williamson Act contract. The Williamson Act contracts on the parcels on the site expired in 2014 and were not

renewed. There were no mitigation measures included in the FPASP EIR/EIS for this topic and no additional mitigation measures are required for the project for this issue.

The potential environmental impacts related to agricultural resources and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Air Quality

The project would result in similar construction activity, development area, and same type of construction-generated emissions as previously evaluated in the FPASP EIR/EIS and the Hillsborough SPA Addendum. The project would result in the same buildout as analyzed in the Hillsborough SPA addendum, but would subdivide the site into seven lots. Therefore, the population projected for the project would not exceed that analyzed in the Hillsborough SPA Addendum or and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR and transportation emissions would be the same as previously analyzed. Operational emissions were modeled in both the Hillsborough SPA Addendum, the FPASP EIR/EIS, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The project would result in the same number of vehicle trips as analyzed in the City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR because the project would subdivide the site into seven parcels and maintain the existing land uses.

The following mitigation measures were referenced in the FPASP EIR/EIS analysis and incorporated by reference into the Hillsborough SPA Addendum and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.
- Mitigation Measure 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.
- Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.
- Mitigation Measure 3A.2-1e: Implement EDCAQMD-Recommended Measures for Controlling Fugitive PM10 dust During Construction of the Two Roadway Connections in El Dorado County.
- Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.
- Mitigation Measure 3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.
- Mitigation Measure 3A.2-1h: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.
- Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.
- Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.
- Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.
- Mitigation Measure 3A.2-5: Implement a Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.

- Mitigation Measures 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.

Potential environmental impacts related to air quality and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Biological Resources

A project-level analysis was conducted for Hillsborough SPA Addendum, which includes the project site, and refinements to the mitigation program were approved to further reduce impacts to special-status plants (ECORP 2015a). Implementation of the project would involve the subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. The project would affect the same area already analyzed and would not change the development type or density at the site and different or more severe biological impacts would not result. As discussed in the Hillsborough SPA Addendum, the project could have a significant impact on biological resources; however, the project would continue to be subject to the mitigation measures identified and/or refined in the Hillsborough SPA Addendum and the ECORP analysis, which are presented below. As described in the Hillsborough SPA Addendum, with implementation of these measures, biological impacts would be reduced to a less-than-significant level. The conclusions of the Hillsborough SPA Addendum remain valid, and approval of the project would not result in new or substantially more severe significant impacts to biological resources.

The following project-level mitigation measures were referenced in the Hillsborough SPA Addendum analysis and would continue to remain applicable if the project were approved. These mitigation measures include project-specific refinements to the plan-level mitigation program included in the FPASP EIR/EIS. This information is consistent with the activities recommended in the mitigation adopted for the FPASP.

- Mitigation Measure 3A.3-2a: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions.
- Mitigation Measure 3A.3-2b: Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.
- Mitigation Measure 3A.3-2c: Prepare and Implement a Swainson's Hawk Mitigation Plan.
- Mitigation Measure 3A.3-2d: Obtain Incidental Take Permit for Impacts on Valley Elderberry Longhorn Beetle and Implement All Permit Conditions.
- Mitigation Measure 3A.3-2e: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.
- Mitigation Measure 3A.3-2f: Avoid and Minimize Impacts to Special-Status Bat Roosts.
- Mitigation Measure 3A.3-2g: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat.
- Mitigation Measure 3A.3-2h: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of VELB Habitat.

In addition, following project-specific analysis completed for the Hillsborough SPA Addendum, the below refinements to the mitigation program are applicable to the project (ECORP 2015a).

- Mitigation Measure 3.3-1A: Mitigation for erosion impacts. To minimize indirect effects on water quality and wetland hydrology, the project applicant shall include a storm water drainage plan and an erosion and sediment control plan in the improvement plans and shall submit these plans to the City Public Works Department for review and approval. Before approval of these improvement plans, the project applicant shall obtain a National Pollutant Discharge Elimination System MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and storm water quality standards, and commit to implementing

all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain within the Specific Plan Area (SPA).

The project applicant shall implement storm water quality treatment controls consistent with the Storm Water Quality Design Manual for Sacramento and South Placer Regions (Sacramento Stormwater Quality Control Partnership 2007). Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate low impact development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the Environmental Protection Agency (EPA) to minimize impacts on water quality, hydrology, and stream geomorphology. In addition, free-spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events.

In addition to complying with City ordinances, the project applicant shall obtain a General Construction Storm Water Permit from the Central Valley Regional Water Quality Control Board (RWQCB), prepare a Storm Water Pollution Prevention Plan (SWPPP), and implement best management practices (BMPs) to reduce water quality effects during construction.

Each project phase shall result in no net change to peak flows into Alder Creek and associated tributaries, or to tributaries to Buffalo Creek, and Coyote Creek. The project applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, 10-, and 20-year storm events. These baseline conditions shall be used to develop monitoring standards for the storm water system within the project area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-Project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for five consecutive years without undertaking corrective measures to meet the performance standard.

- Mitigation Measure 3.3-1B: Secure Clean Water Act Section 404 Section 401 Permits. Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all USACE necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed Central Valley project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet (or lesser distance as approved by the applicable agencies) of Waters of the U.S, or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet (or lesser distance as approved by the applicable agencies) of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 40 I and Section 404 permitting processes. The boundaries of the 404 permit, including required buffer shall be shown on the grading plans.

All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.

All wetland mitigation compliance reports submitted to USACE shall also be copied concurrently to the City.

- Mitigation Measure 3.3-1C: Implement Section 1602 Master Streambed Alteration Agreement. The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project and Wildlife site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-Notification Form (SNF) to CDFW 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.

  Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the owner/applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction.

- Mitigation Measure 3.3-2: Valley needlegrass grassland avoidance and minimization measures. The Prior to ground-breaking activities including grading or construction, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing shall not be removed until completion of construction activities.

  - All Valley needlegrass grassland areas slated for removal shall be replaced at a 1:1 acreage on-site within the preserve areas.
  - Needlegrass plants in areas slated for removal shall be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then seedlings/saplings from a local nursery shall be obtained.
  - A mitigation plan outlining methods to be used, success criteria to be met, and adaptive management strategies shall be completed prior to project construction.

  At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with CDFW. This plan may be combined with the Operations and Management Plan for the open space preserves.

- Mitigation Measure 3.3-3: Oak woodlands mitigation. Starting on page 10-13 of the approved FPASP, the following mitigation provides an update to Mitigation Measure 3A.3-5 as published in the MMRP (May 2011).

  To fully mitigate for impacts to oak woodlands, the project applicant shall implement one or more of the mitigation measures listed below. Together, the mitigation measures will permanently protect approximately of 396.52-acres of existing Plan Area oak woodlands and create approximately of 245.63-acres of new oak woodland habitat either on-site or with a combination of on-site and off-site location(s). The combined total of existing preserved oak woodlands and newly created oak woodlands will equal approximately 642-acres. The final area (acres) of preserved and newly created oak woodlands may be adjusted on a project-by-project basis at the time of tentative parcel or subdivision map approval to compensate for minor changes in oak woodland and isolated oak tree canopy impacts.

  Option1: Preserve Existing Plan Area Oak Woodlands

  The FPASP will permanently preserve and protect approximately 396.52-acres of existing oak woodlands. This figure represents 62 percent of the existing woodland habitat and 65 percent of the existing oak canopy in the Plan Area.

Option 2: Create Oak Woodlands within the Plan Area

- Plant a combination of oak acorns, seedlings and oak trees (refer to Oak Woodlands Mitigation Planting Criteria below) within the boundaries of the Plan Area to create approximately 245.63-acres of new oak woodland habitat in the following Plan Area locations (refer to Open Space Management Plan for allowable planting locations):
- Non-wooded areas that are adjacent to or within the existing oak woodland habitat.
- Preserve and passive open space zones throughout the Plan Area.
- Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes).
- Other practical locations within the Plan Area adjacent to open space.

Option 3: Preserve and Protect Existing Off-site Oak Woodlands

Existing, unprotected oak woodland habitat within Amador, Sacramento, and El Dorado Counties may be secured and placed under conservation easement in lieu of on-site mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.

Option 4: Create Oak Woodlands Off-site

Plant a combination of oak acorns, seedlings and oak trees at off-site location(s), if needed, following the same guidelines as outlined in the Oak Woodland Mitigation Planting Criteria below. Planted areas would be placed under conservation easements and managed as oak woodlands in perpetuity.

Oak Woodlands Mitigation Planting Criteria

A minimum of 55 planting sites per acre (with a total of 70 units) will be required with additional minimum requirements of #1, #5 and #15 container plantings. Mitigation acreage that is planted solely with larger oak trees (no acorns) will have minimum of 35 planting sites per acre. Plantings will have unit values as outlined below:

- One established acorn equals one unit (acorns will be over planted to maximize potential germination).
- One oak seedling in a #1 container equals two units (minimum of 10 percent required).
- One #5 container oak tree equals three units (minimum of 10 percent required).
- One #15 container oak tree equals four units ((minimum of 10 percent required).
- One 24-inch boxed oak tree equals six units.
- One transplanted oak tree equals four units per trunk diameter inch (diameter at breast height [DBH]).
- The planting of non-oak species will be required as a component of oak woodland mitigation to augment the overall habitat value of these areas. Appropriate non-oak species will be determined by the city at the time of mitigation planting. Each non-oak planting will represent unit values as described above for oak trees, but no more than 10 percent of planting may be non-oak species to count as mitigation.

Ratios of planting types will vary based upon site specific conditions which will require an evaluation of several factors including irrigation needs, access, soil types, and evidence of natural oak recruitment. Some areas may be determined (in consultation with the city arborist) to be best suited for acorn planting only. These areas will not be subject to the minimum planting requirement of #1, #5 and #15 container stock.

Mitigation acreage will be monitored for eight years to ensure that a minimum of 80 percent of planted unit values are successfully established. Trees surviving after eight years, with a minimum of three years without maintenance or irrigation will be considered successfully established.

Isolated Oak Tree Mitigation

Isolated oak trees in commercial and residential development parcels may be removed according to the following criteria:

- Trees rated 0 or 1 may be removed with no mitigation
- Trees rated 2 may be removed with 50 percent of required mitigation
- Trees rated 3, 4 or 5 may be removed at full required mitigation

Isolated Oak Tree Mitigation Planting Criteria

For every one (1) diameter inch of removed oak tree, the mitigation shall be either:

- One half of a 24-inch boxed oak tree or,
- One oak tree in a #15 container or,
- Two oak trees in #5 containers or,
- $150 or a fee set by Folsom City Council resolution.
- Replacement trees may be located within the boundaries of any development parcel, natural parkway, landscape corridor or passive or preserve open space zone.
- Native oak trees transplanted within the Plan Area will be granted double mitigation credit.

Exceptions

- Isolated oak trees 24-inch (DBH) in diameter or larger, or a multi-trunked oak trees with an aggregate diameter of 40-inches or more (DBH) with a rating of 3 to 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree.
- Isolated oak trees 12-inch (DBH) to 24-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree. Trees with a rating of 2 or 3 may be removed if the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above.
- Isolated oak trees 5-inch (DBH) to 12-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above.
- Isolated oak trees 1-inch (DBH) to 5-inch (DBH) in diameter that are preserved may be credited against oak tree mitigation requirements as follows:

Table 4.4-1 Small Oak Tree Preservation Credit

Trunk Diameter of Tree to be Preserved	Mitigation Tree Size Equivalent
1" or greater, but less than 2"	1 - #15 container tree or 2 - #5 container trees
2" or greater, but less than 3"	2 - #15 container trees
3" or greater, but less than 4"	3 - #15 container trees
4" or greater, but less than 5"	4 - #15 container trees

Oak Woodlands & Isolated Oak Tree Planting & Maintenance Agreement

A planting and maintenance agreement shall include a planting plan, planting and irrigation design details and a monitoring schedule for the 5-year establishment period. Trees surviving after 8 years, with a minimum of 3 years without maintenance or irrigation will be considered successfully established. An annual monitoring report shall be completed by 1 December of each year, including a summary of needed corrections, a proposed work plan and

notice of compliance. All needed corrections shall be completed within 100 calendar days of receipt of the annual monitoring report.

- Performance Security
- Security or other financing mechanisms acceptable to the city shall be required to fulfill the planting and maintenance agreement.
- No Additional Mitigation
- No additional oak woodlands and isolated oak tree canopy mitigation is required for subsequent tentative and final parcel maps, subdivision maps and infrastructure improvement projects that are in compliance with the mitigation requirements of this section, the FPASP Open Space Management Plan and the FPASP EIR/EIS.
- Variances

Requests for variances to the isolated oak tree mitigation described above shall follow the process outlined in Folsom Municipal Code chapter 17.62. Any variance request shall be given increased consideration by the city when the purpose of the variance is to preserve additional oak trees

- Mitigation Measure 3.3-4: Valley elderberry longhorn beetle avoidance and minimization measures. The applicant shall comply with all requirements of the Biological Opinion issued by USFWS for the FPASP (USFWS 2014) before construction can commence within 100 feet of elderberry shrubs.
- Mitigation Measure 3.3-5: Vernal pool crustacean avoidance and minimization measures. The project applicant shall purchase vernal pool crustacean preservation credits for direct and indirect impacts and creation credits only for direct impacts at a USFWS-approved conservation bank(s) as outlined in the Biological Opinion for the FPASP (USFWS 2014).
- Mitigation Measure 3.3-8A. Conduct environmental training for construction employees. Before beginning construction activities, the project applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery before moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.

  The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal Agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.
- Mitigation Measure 3.3-8B. Conduct preconstruction western spadefoot survey. Before ground breaking activities, the applicant shall comply with all conditions stipulated in the Lake and Streambed Alteration issued by the CDFW for the project as required under Mitigation Measure 3.3-1C. The following shall occur:
  - A preconstruction survey shall be conducted for nesting pond turtle by a CDFW approved biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area determined in coordination with CDFW shall be established between the construction area and the nesting site. Any western pond turtles observed in the survey limits shall be reported to the CNDDB.
  - A qualified biological monitor(s) shall be present during construction to relocate any western pond turtles in to suitable habitat up or downstream of the area of disturbance. Before construction, CDFW shall be notified

of the intent to conduct western pond turtle monitoring and potential relocation. Any western pond turtles observed during biological monitoring activities shall be reported to the CNDDB.

- Mitigation Measure 3.3-10A. Conduct preconstruction Swainson's hawk and other raptor surveys. To mitigate impacts on Swainson's hawk and other raptors, a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project area if construction begins during March through August. The surveys shall be conducted less than 14 days and no more than 30 days before the beginning of construction activities/staging. Guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no active/occupied nests are found, no further mitigation is required.

  If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.

- Mitigation Measure 3.3-10B: Prepare and implement Swainson's hawk mitigation plan. To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan including, but not limited to, the requirements described below.

  Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first for each phase, the project applicant, to the satisfaction of the City, shall secure suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation (or other agreed upon ratio) of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project phase, as determined by the City after consultation with CDFW and a qualified biologist. This foraging habitat would also provide complimentary foraging habitat benefits for other foraging species, such as tri-colored blackbird, because these species forage in similar habitat types (e.g., grasslands, agricultural fields, oak savannahs, oak woodland, and irrigated pastures).

  The 1:1 ratio (or other agreed-upon ratio) shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 Department of Fish and Game's Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California (Swainson's Hawk Technical Advisory Committee 2000). These call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within one mile of an active nest site, 0.75:1 if over one mile but less than five miles, and 0.5:1 if over five miles and less than 10 miles from an active nest. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, or the transfer of fee title or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento or Amador counties. The City, after consultation with CDFW, shall determine the appropriateness of the mitigation land.

  The project applicant shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City,

CDFW, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.

After consultation with the City, the project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.

If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.

- Mitigation Measure 3.3-11: Conduct preconstruction burrowing owl survey. To mitigate impacts on burrowing owl, a qualified biologist shall be retained to conduct preconstruction surveys to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012). Burrowing owls may be present on-site during any season.

  If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors (during the non-breeding season) on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the Project vicinity, as needed; however, burrow owl exclusions during the breeding season (February 1-August 31) may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within a minimum of 50 meters (164 feet) of the burrow until young have fledged. During the non-breeding season, once it is confirmed that there are no owls inside burrows, the burrows may be collapsed.

- Mitigation Measure 3.3-12: Conduct preconstruction tricolored blackbird nesting survey. To avoid and minimize impacts to tricolored blackbird colonies, a qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (1 March – 31 August). The preconstruction survey shall be conducted within 500 feet of potential on-site suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation, within the ponds and Alder Creek. The survey shall be conducted within 14 days before project activity begins.

  If no tricolored blackbird nesting activity is documented on-site, no further mitigation is required. If nesting activity is found, the qualified biologist shall consult CDFW to establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.

  If required by CDFW, the project applicant shall initiate incidental take permit process according to Section 2081 (b) and (c) of the California Fish and Game Code and shall prepare a mitigation plan as an attachment to the 2081 permit.

  Avoidance and minimization measures may include protective fencing around sensitive habitat within construction sites, preconstruction notification to CDFW, scientific reporting procedures when an animal is killed,

injured, or trapped, compliance inspections and reports, directions for the acquisition and transfer of habitat management lands, and/or associated funding.

- Mitigation Measure 3.3-13: Preconstruction nesting bird survey. The project applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days before commencement of construction during the nesting season (February 1 through August 31).

  If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.

- Mitigation Measure 3.3-15: Preconstruction bat roosting survey. Before construction in any given phase, a pre-construction bat roost survey shall be conducted. A qualified biologist shall conduct a dusk emergence survey (start one hour before sunset and last three hours), followed by a pre-dawn re-entry survey (start one hour before sunrise and last for two hours), as well as a daytime visual inspection of all potential bat roosting habitat within the limits of construction. If no active bat roosts or sign are observed, construction may proceed. If no active special-species bat roosts are found, no further measures pertaining to special-species bats are necessary. If roosting special-species bats are found on-site during the surveys, construction activities shall avoid direct and indirect impacts to roosting sites through the establishment of a no-disturbance buffer of 100 feet around roost sites in consultation with CDFW. Clearing and grubbing adjacent to the roost site and lighting use near the roost site where it would shine on the roost or interfere with bats entering or leaving the roost shall be prohibited. Operation of internal combustion equipment, such as generators, pumps, and vehicles within 100 feet of the roost site shall be prohibited.

The potential environmental impacts related to biological resources and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Cultural Resources

Implementation of the project would involve the subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. A report was prepared summarizing the project-specific information related to historic and cultural resources for the Hillsborough SPA, including the project site (ECORP 2051b). The FPASP applicants entered into a programmatic agreement with U.S. Army Corps of Engineers and subsequent review of historic resources pertaining to the FPASP area was conducted. All pre-construction mitigation measures, as required by the applicable Historic Property Treatment Plans (HPTPs), have been completed to the satisfaction of the USACE, in consultation with the State Historic Preservation Officer (SHPO), the City, and the other parties to the first amended programmatic agreement. Based on pre-construction mitigation measures and findings of the project specific cultural report the site design was modified to avoid on-site resources through re-routing infrastructure, extending conservation easements, and providing interpretive panels near sites.

The following project-level mitigation measure was referenced in the Hillsborough SPA Addendum and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR analysis and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.7-10: Conduct Construction Personnel Education, Stop Work if Archaeological or Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.

In addition, the following project-specific analysis completed for the Hillsborough SPA Addendum, the below refinements to the mitigation program are applicable to the project (ECORP 2015b):

- Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement.

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

  The project and all of its earlier components, including Backbone and non-Backbone portions of the property, have been subjected to cultural resources studies prepared under the PA and subsequent FAPA. Historical resources have been identified, and for the Prairie City Road Business Park and Backbone portions of the project, significant impacts have been determined, and mitigation of significant impacts has been proposed through HPTPs (ECORP 2015b), with concurrence by SHPO. Historical resources have been identified for the non-Backbone Hillsborough at Easton portion of the project, and consultation with the USACE, SHPO, and the City on the determination of impacts and appropriate mitigation is in progress. The applicable mitigation measures from the HPTPs are provided below, relative to Mitigation Measure 3A.5-1b, 3A.5-2, and 3A.5-3.

  As of March 2016, two of the three applicable HPTPs for the project have been approved by the USACE with SHPO concurrence (Prairie City Road Business Park and the Backbone Infrastructure), and one (non-Backbone Hillsborough) is pending approval. Therefore, full compliance with this Mitigation Measure will be satisfied upon: 1) approval of the Hillsborough HPTP and submission of written approval from the USACE and/or SHPO to the City; and 2) written approval from the USACE and/or SHPO of the documentation resulting from implementation of the applicable portions of the HPTPs for PCRBP, Hillsborough, and the Backbone Infrastructure. Steps needed to meet the latter are discussed under the subsequent mitigation measures, below:

- Mitigation Measure 3A.5-1b: Cultural resource inventory, treatment, and evaluation mitigation: These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Before ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom or USACE), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions that are required by the FAPA, or provide proof of compliance for the following:

  - The project applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist, and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.

  - The identification of any sensitive locations subject to monitoring during construction of each individual development phase, as determined by the qualified archaeologist, shall be performed in concert with monitoring activities performed under the FAPA to minimize the potential for conflicting requirements.

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

  - Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California

Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.

- Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.
- To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.
- These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.
- Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

As stated and cited above, the project and all of its earlier components, including Backbone and non-backbone portions of the property, has been subjected to cultural resources studies prepared under the PA and subsequent FAPA. Historical Resources have been identified through SHPO consultation, preservation in place has been considered and maximized, mitigation of significant impacts has been or will be proposed through HPTPs, and the HPMP has been revised and updated to incorporate the historic context (Westwood et al. 2013).

The applicable treatment measures specified in the HPTPs have either been completed (Backbone) or will be carried out upon approval and implementation of the HPTPs for PCRBP and Hillsborough. Following is a detailed list of only the applicable treatment measures for the project and the status of each. Unanticipated discovery and contractor awareness training measures are provided separately, in Mitigation Measures 3A.5-2 and 3A.5-3, below.

Treatment 1: Landscape Mapping Districts. Section 4.1 of the PCRBP HPTP, Section 4.4 of the Backbone HPTP, and Section 4.3 of the draft Hillsborough HPTP require low-level aerial photography and topographic mapping of the portions of the Rhoades' Diggings Mining District (RDMD) and Alder Creek Corridor Mining District (ACCMD) that fall within the FPASP. Because both districts partly overlap the project area, compliance with this Mitigation Measure is required. The treatment measure in its entirety, as presented in the HPTPs, is as follows:

> Low level aerial photography and topographic mapping of the districts within the entire APE will be completed, which includes both contributing and non-contributing elements. Color multiband digital photography will be collected at or better than 0.5-foot pixel resolution, equating to 1" =100' scale in traditional imagery. Topographic data was already acquired for most of the districts by aircraft-mounted LIDAR equipment with an approximate ground point spacing of better than one meter, allowing for the creation of 1-foot contours at 1" =100' scale, which fulfills the National Mapping Accuracy Standards. Documentation for the balance of the districts shall be carried out in a similar manner during the "leaf-off" period between November and February. The digital aerial photographs and topographic data shall be incorporated into a Geographic Information System database with the ACCMD boundaries delineated, as established below. Preservation and archiving of digital imagery and topographic data shall be carried out in accordance with the requirements of Attachment G of the HPMP (Westwood et al. 2011). The district

> boundaries shall be permanently established and mapped to establish permanent boundaries for the district within the APE with sub-meter accuracy. The verification will define the boundaries of the district within the APE using an updated California Department of Parks and Recreation (DPR) 523A (Primary Record) form, color photography, and a district-level plan map. The feature records for each element of the district will be updated to reflect the new mapping data.

It should be note that low-level aerial photography and LIDAR data collection was carried out in February 2012 for the majority of the project, and supplemental data meeting these standards was acquired August 2014 (collected spring 2008). All data were incorporated into the project's cultural GIS database maintained by ECORP Consulting, Inc. and updated boundaries for the districts and their contributing elements (DPR records) have been prepared and submitted to the USACE and North Central Information Center (NCIC). This treatment measure has been satisfied in full. Proof of compliance of the submission of the data to the USACE and NCIC (as applicable) shall be provided to the City.

Treatment 2: Archival Research and Cultural Context. Section 4.1 of the PCRBP HPTP, Section 4.4 of the Backbone HPTP, and Section 4.3 of the draft Hillsborough HPTP require focused archival research and incorporation of information generated by implementation of the HPTP into the cultural context statement in the HPMP. The treatment measure in its entirety, as presented in the HPTPs, is as follows:

> Data generated through the implementation of this HPTP and focused archival research conducted or synthesized from previous efforts will be incorporated into the revised cultural context statement for the SPA via the HPMP.

It should be noted that focused archival research was carried out as part of the preparation of the HPMP for the FPASP and applicable technical studies for the project. This research was synthesized into the PHPS and later the HPMP, which were approved by the USACE with SHPO concurrence in June 2012. Upon completion of the implementation of the HPTPs for Hillsborough at Easton, the cultural context in the HPMP shall be revised. Because the HPMP is a living document that undergoes continual revision, proof of compliance with this treatment measure will be submission of draft interim revised text to the City of Folsom.

Treatment 3: Public Interpretation. Section 4.1 of the PCRBP HPTP, Section 4.4 of the Backbone HPTP, and Section 4.3 of the draft Hillsborough HPTP require development of interpretive panels along public trails or at trailheads. The treatment measure states:

> The [district] will be interpreted for the benefit of the general public through the development and installation of... interpretive panel[s] along trails or at a trailhead, which must be focused on interpreting the [district]... The specific location and content of the panel[s] will be developed in consultation with local historical societies and agencies. Interpretive panels will measure approximately 24 inches by 36 inches and will be displayed along a newly constructed trail within the permit area.
>
> Conceptual layouts of the interpretive panels, based on the photographic, artistic, and historical information from the subject materials gathered from historical archival research and consultation activities, shall first be developed. Layout and content for the interpretive panels will be reviewed multiple times to ensure the design is appropriate and fitting for all audiences and conveys the historical information pertinent to the permit area. The text shall be reviewed by a professional technical editor for grammar, spelling, and general flow, and will be reviewed by professional cultural resources staff for accuracy of content. All text shall be authored at the fifth-grade reading level.
>
> Upon completion of the preliminary interpretive panel design, the USACE will circulate the conceptualized content and layout to the appropriate consulting parties for review and ask for comments within 30 days. The USACE will review any comments received within 30 days and revise the content and layout of the interpretive panels as determined appropriate.
>
> The panels will be printed, manufactured, and installed by appropriate and experienced professionals. The location for installation will be selected in consultation between the USACE and project applicant and shall

not disclose the locations of confidential archaeological sites. Immediately following manufacturing, photographs of the completed panels will be submitted to the USACE as proof of compliance, as installation of the panels may be delayed until trails or public facilities are constructed in future phases of the project. Otherwise, installation of the panels before the development of the property would result in deterioration, as there is no mechanism to maintain the panels until development occurs. Immediately following installation, photographs and GPS coordinates of the installed panels will be provided to the USACE as final proof of compliance with this requirement.

The requirements for number and subject matter of interpretive panels under these requirements is as follows:

- PCRBP HPTP: one panel for ACCMD plus one panel for RDMD
- Hillsborough Draft HPTP: one panel for RDMD (subject to concurrence from USACE and SHPO)
- Backbone HPTP: one panel for ACCMD plus two panels for RDMD plus one panel for Native American culture

The requirement for interpretive panels in the Backbone HPTP has been satisfied by the overall specific plan ownership. However, the project shall be required to develop and install the panels specified in the PCRBP and Hillsborough HPTPs, which collectively include one panel for the ACCMD and two panels for the RDMD.

Treatment 4: Photo-Documentation of White Rock Road. Section 4.3 of the Backbone HPTP pertains to the documentation requirements for cumulative impacts to the historic White Rock Road and Lincoln Highway. The HPTP states:

- Resolution of adverse effect to the White Rock Road and Lincoln Highway shall occur through a combination of focused archival research and field documentation. An expanded cultural context statement shall be developed and incorporated into the Historic Property Synthesis report. The cultural context statement will include historic maps, or recreated historic maps, that show the routes of White Rock Road and the Lincoln Highway adjacent to the SPA during its period of significance.
- Field documentation will include photo-documentation of the existing road alignments using black-and-white and color photography, and videography. The photo-documentation will be extensive enough to capture the setting, alignment, and association with adjacent features.

It should be noted that this documentation has already been completed under the Backbone HPTP by the overall specific plan ownership. A copy of the completed and USACE-approved documentation shall be submitted to the City as proof of compliance.

Treatment 4: Photo-Documentation of Contributing Elements. Section 4.1 of the PCRBP HPTP, Section 4.4 of the Backbone HPTP, and Section 4.3 of the Hillsborough HPTP require photo-documentation and updated site records for contributing elements to districts that will be significantly impacted by the project. The treatment measure states:

- There are several types of elements that contribute to the significance of the district. The actions required to resolve adverse effect to each of the classifications on a landscape level are generally the same and are described below. Non-contributing elements, including hardrock mining features, prospect pits, ranching or farming features, or other features not otherwise identified or affiliated with the district will be indirectly documented via the aerial photography and district-wide mapping discussed above.
- Before the initiation of ground disturbance, the affected contributing elements will be documented with high resolution digital photography, videography, and (if applicable) detailed scale drawings. At a minimum, each contributing element must be documented as follows:
- from above using a recent high-resolution aerial photograph that overlays site boundaries;

- an updated DPR record;
- photo-documentation using black-and-white and color photography (35mm or high resolution digital), and videography (the photo-documentation will be extensive enough to capture the setting, alignment, and association with adjacent features); and
- all elements that contain extant architecture or culturally-modified natural features shall be further documented using at least two scaled elevation drawings from different angles.

It should be noted that many of the contributing elements that require photo documentation have already been documented and submitted to the USACE for review and approval. The project shall be required to provide proof of USCAE-approved documentation for each of the elements to the City as proof of compliance.

Treatment 5: HAER Documentation. Impacts to the Rhoades' Branch Ditch will require mitigation through preparation of focused documentation, in accordance with Section 4.1 of the Backbone HPTP and Section 4.1 of the Hillsborough draft HPTP as follows:

- Resolution of adverse effect to the Rhoades' Branch Ditch shall take the form of Historic American Engineering Record (HAER) documentation. To determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the HAER program. Consultation with the NPS will be initiated through the submission of the DPR site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented and all documentation approved by the USACE and NPS before ground-disturbing activities affecting the resource, or governed by the permit conditions. In addition, focused archival research will be conducted or synthesized from previous efforts to incorporate into the revised cultural context statement for the SPA via the HPMP.

HAER documentation for the Rhoades' Branch Ditch has already been completed by other permittees in the SPA. The HAER documentation includes the portions that fall within the current APE. The project proponent shall be required to submit proof of acceptance of the HAER documentation from the USACE to the City as proof of compliance.

Treatment 6: Data Recovery Excavation. Significant impacts to one site (P-34-1066) will require mitigation in the form of data recovery excavations, as specified in Section 4.2 of the draft Hillsborough HPTP, subject to concurrence from USACE and SHPO. The Mitigation Measure states:

- Resolution of adverse effect to this site shall take the form of data recovery excavations and detailed documentation, as described in detail in Attachment G of the HPMP (Westwood et al. 2013). All data recovery efforts shall follow a consistent set of standard tasks summarized briefly below. Efforts that are specific to each of these resources, such as the number and placement of data recovery units or other documentation, are described in Table 4.2-2. The methods used for data recovery shall be specified in the HPTP.

The project applicants shall be required to implement the data recovery program specified in the HPTP and submit proof of acceptance from the USACE (via approval on the data recovery report or issuance of a notice to proceed with authorized fill under Stipulation 8 of the FAPA) to the City as proof of compliance

- Mitigation Measure 3A.5-2: Cultural resource construction training and strop work mitigation.

To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:

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

- As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.
- Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.
- Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).
- The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.
- The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.
- In the event that unanticipated discoveries of additional Historic Properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:
- The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP (Westwood et al. 2013). The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.
- The USACE shall notify the SHPO within one working day of an unanticipated discovery, and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.
- The project shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.

- Mitigation Measure 3A.5-3: Human remains mitigation.

- In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the California Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).
- After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.
- Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:
- record the site with the NAHC or the appropriate Information Center,
- use an open-space or conservation zoning designation or easement, or
- record a reinternment document with the county.
- The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.
- Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).
- The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials
- Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE

The potential environmental impacts related to cultural resources and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Energy

Although energy was not previously identified as a specific environmental topic, the FPASP EIR/ EIS and Hillsborough SPA Addendum addressed energy use as part of the air quality, greenhouse gas, and utility impact discussions. The project would involve the subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. There would be no change in previously planned development analyzed in the Hillsborough SPA Addendum. In addition, the project would be subject to more stringent regulations related to Title 24 requirements, which were updated in 2021 and include renewable energy and energy efficiency requirements to reduce energy consumption in new residences. The project would comply with General Plan policies related to renewable energy or energy efficiency and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The project would not alter the development type or density at the site such that different or more severe impacts to energy would result. No mitigation measures are required for the project for this issue.

Potential environmental impacts related to energy use and associated with implementation of the project are addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Geology and Soils

Implementation of the project would involve the subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. The project would affect the same area analyzed for development in the FPASP EIR/EIS and Hillsborough SPA Addendum and proposed changes would not alter the development type or density at the site. No changes related to seismic activity, ground shaking, ground failure, or landslides have occurred. No changes in soils at the site have occurred and the project would not require septic systems. Because the development footprint of the project would be the same as the approved FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, the impact conclusions pertaining to paleontological resources remain unchanged. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations
- Mitigation Measure 3A.7-1b: Monitor Earthwork during Earthmoving Activities
- Mitigation Measure 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan
- Mitigation Measure 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations

The potential environmental impacts related to geology and soils and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS and Hillsborough SPA Addendum, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Greenhouse Gas Emissions

The types of emissions-generating construction activity would generally be the same under the project as evaluated in the FPASP EIR/EIS and Hillsborough SPA Addendum. Development would be the same in area, size, and intensity to what was approved under the FPASP EIR/EIS and in the Hillsborough SPA Addendum because the project would consist of a lot split. The project would have the same potential for buildout as analyzed in the previous environmental documents. Similarly, overall population projected for the project would not exceed that analyzed in the FPASP EIR/EIS and Hillsborough SPA Addendum. Therefore, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-generated GHG emissions then were identified in the FPASP EIR/EIS and the Hillsborough SPA Addendum.

The project would not result in changes to the type and intensity of development and would comply with more stringent regulations related to GHG reductions than previously evaluated in the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions
- Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.
- Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees

Potential environmental impacts related to GHG emissions and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, the Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Hazards and Hazardous Materials

The project would not change the overall pattern of development or the types of hazardous materials that would be used, handled, or transported to the site than previously evaluated in the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. No changes to the conditions of the site or the presence of hazardous materials have occurred since approval of the FPASP. A portion of the project site is located in the Aerojet Superfund site (Area 40). Area 40 has undergone investigation and remediation under the direction of the Environmental Protection Agency (EPA) and Department of Toxic Substances Control (DTSC), and Regional Water Quality Control Board (RWQCB). Area 40 has 18 designated remedial areas. The following remedial areas within Area 40 are located on the project site and their status is described below (RWQCB 2022).

- Aerojet 37B: The site is listed as open as of October 17, 2018 for potential contaminants of petroleum and trichloroethylene (TCE) in the groundwater and soil. A remedial plan for the site was issued on August 31, 2018 and remediation is ongoing. The October 2022 Program Plan Progress Report states that Aerojet Rocketdyne completed monitoring on the site, including sampling, and is continuing to meet with state agencies to discuss site cleanup.
- Aerojet 38B: The site is listed as open as of October 17, 2018 for potential contaminants of perchlorate and other metals in the groundwater and soil. The Remedial Action Plan for the site was finalized on August 31, 2018 and remediation is ongoing. The October 2022 Program Plan Progress Report states that Aerojet Rocketdyne completed monitoring on the site, including sampling, and is continuing to meet with state agencies to discuss site cleanup.
- Aerojet 39B: The site is listed as open as of October 17, 2018 for potential contaminants of perchlorate and other metal in the water and soil. Results of soil samples indicated that perchlorate and other metals exist on the site

above human health levels. The October 2022 Program Plan Progress Report states that Aerojet Rocketdyne completed monitoring on the site, including sampling, and is continuing to meet with state agencies to discuss site cleanup.

- Aerojet Area 40 OU: The site is listed as open – assessment and interim remedial action as of December 22, 2015 for potential contaminants of dioxin, perchlorate, tetrachloroethylene (PCE), TCE, vinyl chloride, and other solvent or non-petroleum hydrocarbons in the groundwater, soil, and surface water. The remedial investigation for the site has been completed and a feasibility study was prepared in 2016.
- Aerojet 40B: The site is listed as open – site assessment as of June 30, 2009 for potential contaminants of perchlorate and other metals in the water and soil. Results from soil sampling indicated levels of other metals and perchlorate above human health screening levels. The October 2022 Program Plan Progress Report states that Aerojet Rocketdyne completed monitoring on the site, including sampling, and is continuing to meet with state agencies to discuss site cleanup.
- Area 40 – Open Space 1: The site is listed as open as of October 17, 2018 for potential contaminants of perchlorate in the groundwater and soil. Sampling and analysis has been conducted on the site to determine contaminants that were used and found adjacent to site 37B. Soils were not found to contain contaminants at levels of concern, however the ground water has elevated levels of perchlorate. The Remedial Action Plan for the site was finalized on August 31, 2018 and does not require remediation for Open Space 1 because the groundwater contamination would be remediated from the source sites on Area 40 that are affecting Open Space 2 downgrade of the site of contamination.
- Area 40 – Open Space 2: The site is listed as open as of October 17, 2018 for potential contaminants of dioxin, perchlorate, and TCE in the groundwater and soil. Sampling and analysis was conducted on the site. Soils were not found to contain contaminants above the level of concern, however the groundwater was found to be present with TCE. The Remedial Action Plan for the site was finalized on August 31, 2018 and does not require remediation for Open Space 2 because the groundwater contamination would be remediated from the source sites on Area 40 that are affecting Open Space 2 downgrade of the site of contamination.
- Area 40 – Open Space 3: The site is listed as open as of October 17, 2018 for potential contaminants of petroleum, dioxin, and TCE in the groundwater and soil. Sampling and analysis has been conducted on the site looking for contaminants that were used and found adjacent to site 37B. Groundwater was found to have TCE. Soils were not found to have any contaminants. The groundwater will be remedied downgradient from the source sites on Area 40. The Remedial Action Plan for the site was finalized on August 31, 2018 and does not require remediation for Open Space 3 because the groundwater contamination would be remediated from the source sites on Area 40 that are affecting Open Space 3 downgrade of the site of contamination.

The Final Remedial Action Plan for Area 40 (2018) includes a remedy consisting of installation of a permeable reactive barrier to treat contaminated groundwater, multiple excavations to remove contaminated soil, and continued monitoring of groundwater, soil vapor, and ambient air conditions at Area 40 to evaluate remedy effectiveness and progress toward cleanup goals. When the remedial actions identified in the Final Remedial Action Plan have been completed the risks posed by residual chemicals, as discussed above, the contamination hazard will be adequately reduced to protect public health. Aerojet anticipates completion of the required covenants and restriction for Area 40 by the end of 2022. Installation of the permeable reactive barrier was completed in September through November 2020. Excavations to remove the contaminated soil were completed from September 2019 to July 2020 (Central Valley RWQCB 2022).

The type of land uses and proposed buildout on the site has not changed from what was evaluated in the Hillsborough SPA Addendum. Therefore, the same hazards would be present and mitigation in the FPASP EIR/EIS would be required. No new airports have been developed near the project site and implementation of the project would not conflict with any adopted emergency response or evacuation plans. No changes to the location of the project have occurred and no changes to the risks from wildfires has occurred since approval of the FPASP. The

following mitigation measures were referenced in the FPASP EIR/EIS analysis and incorporated by reference into the Hillsborough SPA Addendum and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.
- Mitigation Measure 3A.8-3a: Require the Project Applicant(s) to Cooperate with Aerojet and Regulatory Agencies to Preserve, Modify, or Close Existing Groundwater Monitoring Wells.
- Mitigation Measure 3A.8-3b: Coordinate Development Activities to Avoid Interference with Remediation Activities.
- Mitigation Measure 3A.8-3c: Provide Written Notification to the City that DTSC-Required Notification Obligations and/or Easements Have Been Fulfilled to Ensure that Construction Activities Do Not Interfere with Remedial Actions.
- Mitigation Measure 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster.
- Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure.
- Mitigation Measure 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.

The potential environmental impacts related to hazards and hazardous materials and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Hydrology and Water Quality

The project would require grading and construction and could result in significant impacts to water quality because of soil disturbance during construction and alteration of water flows over the site, consistent with the findings of the FPASP EIR/EIS. The project would include the same amount of development and would not change the development footprint as analyzed in the Hillsborough SPA Addendum and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The project would not result in substantial changes to the drainage patterns or flood flows beyond those anticipated in the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and incorporated by reference into the Hillsborough SPA Addendum and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.9-2: Prepare and submit final drainage plans and implement requirements contained in those plans.
- Mitigation Measure Mitigation Measure 3A.9-1: Acquire appropriate regulatory permits and prepare and implement SWPPP and BMPs.
- 3A.9-3: Develop and implement a BMP and water quality maintenance plan.
- Mitigation Measure 3A.9-4: Inspect and evaluate existing dams within and upstream of the project site and make improvements if necessary.

The potential environmental impacts related to hydrology and water quality and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation

is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Land Use and Planning

Implementation of the project would involve the subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. The project would not result in the physical division of established communities, nor conflict with FPASP land use policies and regulations that protect the environment. There were no mitigation measures included in the FPASP EIR/EIS, the Hillsborough SPA Addendum, or City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR for this topic and no additional mitigation measures are required for the project for land use and planning.

The potential environmental impacts related to land use and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Mineral Resources

The project would be located within the Hillsborough Area development and would not change the proposed development footprint. The project would involve the subdivision of Lot 1 of the Hillsborough SPA into a total of seven lots. As described in the Hillsborough SPA Addendum, the project area is identified as containing locally important mineral resources that would be considered to have local, regional, or statewide importance. Kaolin clay was determined in the FPSAP EIR/EIS as having potential economic value. The project would be located on the same area as that examined in the Hillsborough SPA Addendum. Therefore, the project would not result in changes to the potential loss of mineral resources. The following mitigation measure was referenced in the FPASP EIR/EIS analysis and incorporated by reference into the Hillsborough SPA Addendum and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.7-9: Conduct Soil Sampling in Areas of the SPA Designated as MRZ-3 for Kaolin Clay and if Found, Delineate its Location and Notify Lead Agency and the California Division of Mines and Geology.

The potential environmental impacts related to mineral resources and associated with implementation of the project are consistent with the conclusions of the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Noise and Vibration

Construction of the project would result in short-term increases in noise related to construction vehicles and equipment. However, construction activities would require the same types and numbers of equipment operating at similar levels of intensity as previously evaluated in the FPASP EIR/EIS, City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR, and Hillsborough SPA Addendum because the project would subdivide the site into seven lots.

In compliance with FPASP EIR/EIS Mitigation Measure 3A.11-4, a site-specific environmental noise assessment was conducted for the Hillsborough SPA as part of the Addendum analysis to evaluate noise impacts from future development. The noise analysis found that mitigation measures beyond those in the FPASP EIR/EIS would be needed to reduce potential impacts related to noise to less than significant.

The project would result in the same development as previously analyzed in the Hillsborough SPA Addendum and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. Therefore, proposed increased population and traffic volumes would not change. Potential increases in short- and long-term noise exposure of sensitive receivers would be the same as analyzed in the Hillsborough SPA Addendum and City of

Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The following plan-level mitigation measures were referenced in the FPASP EIR/EIS analysis and incorporated by reference into the Hillsborough SPA Addendum and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise Near Sensitive Receptors.
- Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.
- Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-site Roadways.

The potential environmental impacts related to noise and vibration associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Population and Housing

Implementation of the project would result in development consistent with the previously approved Hillsborough SPA. The project would subdivide Lot 1 of the Hillsborough area into seven lots. There would not be an increase in the number of residential units. Therefore, the total projected population for the project would not exceed that evaluated in the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The project would not displace existing people or housing. No mitigation measures were needed for the certified FPASP EIR/EIS regarding population and housing and no additional mitigation measures are required for the project for this issue.

The potential environmental impacts related to population and housing and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Public Services

Implementation of the project would not change projected population because the project would involve a lot split of Lot 1 of the Hillsborough area into seven lots. Population would not increase beyond that previously evaluated in the FPASP EIR/EIS, Hillsborough SPA Addendum. and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The project would not change the number of residential units, would be within the previously approved City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR, and would not result in a larger service area than was previously evaluated. The project would continue to be required to pay its fair share for facilities and services. As such, the project would not increase demand for fire protection, police protection, schools, or other public services or facilities beyond that anticipated in the FPASP EIR/EIS, the Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project was approved.

- Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan.
- Mitigation Measure 3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval

- Mitigation Measure 3A.14-3: Incorporate Fire Flow Requirements into Project Designs

The potential environmental impacts related to public services and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Recreation

Implementation of the project would result in development consistent with the previously approved Hillsborough SPA. The project would subdivide Lot 1 into seven lots. The amount of open spaces and parks would be the same as previously analyzed. These open spaces and parks could be used as recreation areas and were included in previous analyses in the Hillsborough SPA Addendum, FPASP EIR/EIS, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. Quimby park dedication requirements are satisfied by parks located throughout the entire FPASP area, with the Hillsborough development contributing its fair share through dedication of neighborhood parkland and payment of an in-lieu fee pursuant to the Public Facilities Financing Plan (PFFP) for the FPASP area. Overall parkland within the FPASP area would remain unchanged and the total FPASP area would continue to meet the City's parkland standard. The project would not result in any further changes to parks within the FPASP. The FPASP EIR/EIS concluded that the impact to existing parks and facilities would be less than significant, and no mitigation was required. The proposed project would not change this conclusion.

The potential environmental impacts related to recreational facilities and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Transportation

Senate Bill 743, passed in 2013, required the Governor's Office of Planning and Research to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any."

The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). State CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the determination of significance for transportation impacts. Pursuant to the new CEQA Guidelines, vehicle miles traveled (VMT) will replace congestion as the metric for determining transportation impacts. The CEQA Guidelines state that "lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide."

As described above, the updated CEQA Guidelines were not adopted until December 28, 2018, and as stated in the CEQA Guidelines Section 15064.3(c), beginning on July 1, 2020, the provisions of this section shall apply statewide. Thus, local agencies had an opt-in period until July 1, 2020, to implement the updated guidelines after they were formally adopted. Thus, the effective date of the changes to the CEQA Guidelines occurred subsequent to certification of the FPASP EIR/EIS in June 2011, subsequent to the certification of the Hillsborough SPA Addendum in May 2016. Section 15007 of the CEQA Guidelines addresses amendments to the CEQA Guidelines and states: "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved" (CEQA Guidelines Section 15007[c]). Stated another way, because the FPASP EIR/EIS was circulated for public review (and completed) before this change in the CEQA Guidelines, the new provisions regarding VMT do not

apply to this project. Therefore, the shift from automobile delay to VMT as the primary metric used to analyze transportation impacts under CEQA, as dictated by CEQA Guidelines Section 15064.3, does not constitute "new information" as defined in CEQA Guidelines Section 15162 and, even if it was "new information," CEQA Guidelines Section 15007 directs that the document "shall not need to be revised" to reflect this information.

A project specific traffic study was prepared for the Hillsborough site to determine project related transportation impacts (Fehr & Peers 2015). Since the FPASP and Hillsborough Addendum were approved, no infrastructure or development work has taken place on the site. The project would be in the same area with the same amount of proposed development as analyzed in the Hillsborough SPA. A second traffic study was completed for the City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR, which determined that the increased residential development would have less than significant VMT impacts. Circulation patterns would remain unchanged as assumed in the previous environmental document. The project would result in the same development buildout and thus daily vehicle trips as previously analyzed. Because the project is located within the same development footprint analyzed, would result in the same development types and intensities as previously analyzed, and would not result in an increase in total FPASP vehicle trips beyond that previously analyzed, no new or substantially more severe impacts related to VMT would occur.

No other changes to circulation patterns would occur. Therefore, the project would not result in new significant impacts or substantially more severe transportation impacts. The following mitigation measures were referenced in the Hillsborough SPA Addendum analysis and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan.
- Mitigation Measure 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).
- Mitigation Measure 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).
- Mitigation Measure 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).
- Mitigation Measure 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).
- Mitigation Measure 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).
- Mitigation Measure 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).
- Mitigation Measure 3A.15-1i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).
- Mitigation Measure 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).
- Mitigation Measure 3A.15-1l: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).
- Mitigation Measure 3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 as an alternative to improvements at the Folsom Boulevard/US 50 Eastbound Ramps Intersection (Caltrans Intersection 4).
- Mitigation Measure 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).

- Mitigation Measure 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).
- Mitigation Measure 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).
- Mitigation Measure 3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).
- Mitigation Measure 3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).
- Mitigation Measure 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).
- Mitigation Measure 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Ramp Merge (Freeway Merge 4).
- Mitigation Measure 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Diverge (Freeway Diverge 5).
- Mitigation Measure 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Direct Merge (Freeway Merge 6).
- Mitigation Measure 3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).
- Mitigation Measure 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Merge (Freeway Merge 9).
- Mitigation Measure 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).
- Mitigation Measure 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).
- Mitigation Measure 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 32).
- Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Direct Ramp Merge (Freeway Merge 33).
- Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Diverge (Freeway Diverge 34).
- Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Hazel Avenue Direct Ramp Merge (Freeway Merge 38).
- Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes.
- Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program.
- Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association.
- Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.
- Mitigation Measure 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).

- Mitigation Measure 3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).
- Mitigation Measure 3A.15-7c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Nesmith Court Intersection (Folsom Intersection 7).
- Mitigation Measure 3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).
- Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).
- Mitigation Measure 3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24).
- Mitigation Measure 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway / Easton Valley Parkway Intersection (Folsom Intersection 33).
- Mitigation Measure 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).
- Mitigation Measure 3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).
- Mitigation Measure 3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).
- Mitigation Measure 3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13).
- Mitigation Measure 3A.15-4m: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).
- Mitigation Measure 3A.15-4n: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).
- Mitigation Measure 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road / Carson Crossing Road Intersection (El Dorado County 1).
- Mitigation Measure 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).
- Mitigation Measure 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).
- Mitigation Measure 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).
- Mitigation Measure 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).
- Mitigation Measure 3A.15-4t: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).
- Mitigation Measure 3A.15-4u: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).
- Mitigation Measure 3A.15-4v: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).

- Mitigation Measure 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).
- Mitigation Measure 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).
- Mitigation Measure 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).

In addition to the mitigation measures in the FPASP EIR/EIS (listed above), the updated traffic study for the Hillsborough Addendum provided the following mitigation measures that would be required for the project (Fehr and Peers 2015):

- Mitigation Measure 4.16-1: Prairie City Road/Iron Point Road.

  Before the issuance of a building permit, the project applicant shall pay the appropriate fee to the City of Folsom to retime the traffic signal at the Prairie City Road/Iron Point Road intersection to the satisfaction of the Community Development Department. The fee will be determined by the City of Folsom based on their standard rates for traffic signal retiming pursuant to Section 12.04.060 of the City's Municipal Code. Implementation of this improvement would result in acceptable operation (Fehr and Peers 2015).

- Mitigation Measure 4.16-2: East Bidwell Street/Iron Point Road.

  Project applicant shall pay a fair share fee towards the following improvements to the Iron Point Road/East Bidwell Street intersection: Modify westbound approach to include three left-turn lanes, two through lanes, and one right-turn lane. This mitigation would not require the acquisition of additional right-of-way.

- Mitigation Measure 4.16-3: Scott Road (West)/White Rock Road.

  The project applicant shall pay a fee towards constructing a westbound left-turn land at the Scott Road (West)/White Rock Road intersection.

- Mitigation Measure 4.16-4: Scott Road (East)/White Rock Road.

  The project applicant shall pay a fee towards adding a southbound left-turn lane and installation of a traffic signal at the Scott Road (East)/White Rock Road intersection.

- Mitigation Measure 4.16-5: East Bidwell/Scott Road.

  The project applicant shall pay the applicable capital improvement program fee, which includes the construction of auxiliary lanes on U.S. 50 from Sunrise Boulevard to East Bidwell Street/Scott Road.

The potential environmental impacts related to transportation/traffic and associated with implementation of the project are consistent with the conclusions of the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Tribal Cultural Resources

Assembly Bill (AB) 52, signed by the California governor in September of 2014, establishes a new class of resources under CEQA: "tribal cultural resources." It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation after the lead agency determines that the application for the project is complete, before a notice of preparation (NOP) of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration is issued. AB 52 also requires revision to CEQA Appendix G, the environmental checklist. This revision has created a new category for tribal cultural resources (TCRs).

An addendum to a previously certified EIR was prepared for the Hillsborough SPA Project, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, occurred. The addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the certified EIR. As such, the addendum did not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3. 1(d) and 21080.3.2 did not apply and no tribal consultation under AB 52 was required. The project would be subject to new General Plan implementation programs related to tribal cultural resources adopted as part of the City of Folsom General Plan Amendments for Increased Residential Capacity Project. Specifically, construction would be suspended in the event of inadvertent discovery of tribal cultural resources and the tribes would be notified (Implementation Program NCR 9) and tribal cultural resources would be kept confidential (Implementation Program NCR 10). Further, because the project is adequately addressed by the FPASP EIR/EIS, the Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR, this analysis is also not required to address TCRs. Mitigation measures discussed above under Cultural Resources that would reduce impacts to previously unknown cultural resources would also reduce potential impacts to TCRs should they be present.

The potential environmental impacts related to TCRs and associated with implementation of the project are consistent with the conclusions of the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Utilities and Service Systems

Domestic water, sanitary sewer, and storm drainage services for the project would be provided by the City of Folsom. Electricity would be provided by the Sacramento Municipal Utility District, gas would be provided by Pacific Gas & Electric, telephone would be provided by AT&T, and cable would be provided by Comcast.

The project would not result in changes to the proposed buildout of Lot 1 or projected population. Therefore, stormwater drainage patterns would not be changed by the project. In addition, demand for electricity, gas, telephone, and cable services would not exceed the amount previously analyzed.

A technical memo was prepared in March 2016 (MacKay & Somps 2016) that compared the sanitary sewer demand of the Hillsborough SPA Project under the approved FPASP to the demand under the project. The Hillsborough SPA Project would decrease demand on sanitary sewer by 0.03 million gallons per day. Because the project would result in a lot split of Lot 1 the proposed development pattern and buildout would not change. Therefore, there would be sufficient water supply and demand to meet project needs, as analyzed in the Hillsborough SPA Addendum. There would be no impacts beyond that already discussed in the FPASP EIR/EIS and Hillsborough SPA Addendum.

Technical analysis was prepared in 2024 for the City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR to determine impacts of increased development to wastewater infrastructure and water supply. The technical analysis determined that the wastewater conveyance system for the FPASP and existing water supplies would be sufficient to support increased residential development, including development from the project on Lots 15 and 16. There would be no impacts beyond that already discussed in the City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR.

The project would include the same development and would not exceed the number of units or population evaluated in the FPASP EIR/EIS and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. The FPASP EIR/EIS determined that the Sacramento County Kiefer Landfill, which serves the FPASP area, has adequate capacity, and no substantial changes to landfill capacity or landfill closures have occurred. The appropriate landfills have enough capacity to serve the project during construction and operation.

The following mitigation measures were referenced in the FPASP EIR/EIS and City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR analysis and would continue to remain applicable if the project were approved:

- Mitigation Measure 3A.16-1: Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.
- Mitigation Measure 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity.
- Mitigation Measure 3A.16-4: Submit Proof of Adequate EID Off-Site Wastewater Conveyance Facilities and Implement EID Off-Site Infrastructure Service Systems of Ensure That Adequate Financing is Secured.
- Mitigation Measure 3A.16-5: Demonstrate Adequate El Dorado Hills Wastewater Treatment Plant Capacity.
- Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability.
- Mitigation Measure 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.
- Mitigation Measure 3A.18-2b: Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plan Option is Selected).
-

The potential environmental impacts related to utilities and service systems and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

Wildfire

Implementation of the project would involve a lot split of Lot 1 of the Hillsborough SPA development. The project would affect the same area already analyzed and would not alter the development type or density at the site. The site is identified as a moderate fire hazard severity zone and is not near an area of high or very high fire hazard severity, as identified by CAL FIRE (CAL FIRE 2022). The project would comply with Wildland-Urban Interface building code regulations, California Fire Code, Folsom 2035 General Plan Polices and FPASP Polices. The project would not result in an increase in slope or prevailing wind that may exacerbate wildfire risks. There were no mitigation measures included in the FPASP EIR/EIS, Hillsborough SPA Addendum, or City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR for this topic and no additional mitigation measures are required for the project for this issue.

The potential environmental impacts related to wildfire and associated with implementation of the project are adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR (see "Public Services" discussion above), and no additional CEQA documentation is required. Further, pursuant to Section 15162 of the State CEQA Guidelines, no new information of substantial importance has been identified that would otherwise necessitate subsequent/supplemental environmental analysis.

CUMULATIVE IMPACTS

The project would result in the subdivision of Lot 1 of the Hillsborough SPA into seven lots. The project would not result in a change in the development proposed on Lot 1 or a change in population within the approved Hillsborough SPA or City of Folsom General Plan Amendments for Increased Residential Capacity Subsequent EIR. Mitigation Measures identified in the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan

Amendments for Increased Residential Capacity Project Subsequent EIR would remain applicable to the project. Therefore, the project would not result in cumulative impacts beyond those previously analyzed.

CONCLUSION

Based on the analysis presented above, implementation of the project is adequately addressed by the FPASP EIR/EIS, Hillsborough SPA Addendum, and City of Folsom General Plan Amendments for Increased Residential Capacity Project Subsequent EIR, and no new or substantially more adverse impacts would occur through implementation of the project. As a result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162(b).

REFERENCES

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Attachment A

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Folsom South of U.S. Highway 50 Specific Plan Project

SCH #2008092051

FOLSOM

Prepared by:

AECOM

May 2011

Mitigation Monitoring and Reporting Program

Folsom South of U.S. Highway 50 Specific Plan Project

Prepared for:

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MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.), the City of Folsom (City) and the U.S. Army Corps of Engineers (USACE) prepared an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) that identifies adverse environmental impacts related to construction and operation of the Folsom South of U.S. Highway 50 Specific Plan Project. The EIR/EIS also identifies mitigation measures that would reduce these impacts to a less-than-significant level, or eliminate the adverse impacts altogether.

CEQA Guidelines 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 in order to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR identifies potentially significant adverse impacts related to project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed project.

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 before and during project construction and operation. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements. Table 1 (included at the end of this document) has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR/EIS.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. Areas in grey shading indicate that enforcement is required by an agency other than the City, and therefore no verification is required.

The City would be responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure. The City would designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- Ensure that routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct report activities.
- Serve as a liaison between the City and the contractor or project applicant regarding mitigation monitoring issues.
- Complete forms and maintain reports and other records and documents generated by the MMRP.
- Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item would identify the staff members responsible for coordinating with the City on the MMRP.

REPORTING

The City's project manager shall prepare a monitoring report, upon completion of the project, on the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The monitoring report shall be presented to the City Council.

MITIGATION MONITORING AND REPORTING PLAN TABLE

The categories identified in Table 1 are described below.

- **Mitigation Measure** – This column provides the text of the mitigation measures identified in the EIR.
- **Timing** – This column identifies the time frame in which the mitigation will take place.
- **Enforcement** – This column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- **Dated Signature for Verification of Compliance** – 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. Areas in grey shading do not require verification.

Table 1
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
3A.1 AESTHETICS - LAND				
Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.	1. Plans and specifications: before approval of grading plans and building permits 2. Construction: before the approval of occupancy permits associated with residential and commercial units 3. Maintenance: in perpetuity	Project applicant(s) for any particular discretionary development application adjacent to U.S. 50.	City of Folsom Community Development Department	
Mitigation Measure 3A.1-4: Screen Construction Staging Areas. The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.	Before approval of grading plans and during construction for all project phases.	Project applicant(s) for any particular discretionary development application.	1. For those improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For the two local roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Community Services Department. 3. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan. To reduce impacts associated with light and glare, the City shall: ▸ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▸ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall: ▸ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▸ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▸ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▸ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.	Before approval of building permits.	Project applicant(s) for any particular discretionary development application.	1. For all on-site and off-site facilities that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For the off-site detention basin: Sacramento County Planning Department. 3. For the two local roadways off-site into El Dorado Hills: El Dorado County Community Services Department.	

Table 1
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
► Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ► Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ► Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. ► Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards. A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).				
3B.1 AESTHETICS - WATER				
Mitigation Measure 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. The external appearance of above-ground facilities, including the choice of color and materials, shall seek to reduce the visual impact of the proposed WTP, pump station, and above-ground storage tank facilities. Bright reflective materials and colors shall be avoided. As appropriate, the exterior design of these facilities should follow design guidelines provided in applicable land use plans. Minimum exterior design requirements shall include, but are not limited to, the following: ► painting (with earth-colored tones) of structural façades to blend with surrounding land uses, ► use of fencing or structural materials similar to those used by nearby land uses, ► installation of berms and/or landscaping around the facility (see Mitigation Measure 3B.2-2b for additional detail), and ► clustering of structural facilities to maximize open space buffering.	Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.1-2b: Prepare Landscaping Plan. The City shall develop a landscaping plan for each structural facility site that uses a combination of native vegetation, earthen features (e.g., boulders), and, if appropriate, topographical separations (e.g., berms) to maximize site appearance and shield the new facilities from nearby sensitive receptors to the extent feasible. In addition to complying with local standards, the landscaping plan shall require the following at each site: ► Vegetation shall be arranged in a hierarchy of plant groupings to enhance the visual and scenic qualities of the site(s). To the extent practical, the design will minimize the need for supplemental irrigation. ► New or replacement vegetation shall be compatible with surrounding vegetation and shall be adaptable to the site with regard to rainfall, soil type, exposure, growth rate, erosion control, and energy conservation purposes. ► Plant materials chosen shall be species which do not present any safety hazards, which allow native flora to reestablish in the area, and which require minimal maintenance, including watering, pest control, and clean-up of litter from fruit and droppings.	Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.	

Table 1
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
			3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.1-3a: Conformance 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 are not located and 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.	Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.1-3b: Prepare and Submit a Lighting Master Plan. The City shall prepare a Lighting Master Plan that covers all Off-site Water Facilities-related outdoor light sources. The Lighting Master Plan shall include the following minimum requirements: ▸ outdoor lighting shall be properly shielded and installed to prevent light trespass on adjacent properties; ▸ flood or spot lamps installed as part of the Off-site Water Facilities 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 off-site residential property or public roadway; ▸ prohibit the use of harsh mercury vapor, low-pressure sodium, or fluorescent bulbs for public lighting in residential neighborhoods; and ▸ comply with requirements of local jurisdiction, if applicable.	Prior to approval of grading plans and building permits for WTP, pump stations, and storage tank facilities.	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
3A.2 AIR QUALITY - LAND				
Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements. To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo	Before the approval of all grading plans by the City and throughout project construction,	The project applicant(s) of all project phases.	City of Folsom Community Development Department	

Table 1
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations. **Basic Construction Emission Control Practices** ▸ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▸ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▸ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▸ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▸ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▸ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▸ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. **Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas** ▸ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▸ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▸ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. **Enhanced Fugitive PM Dust Control Practices – Unpaved Roads** ▸ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▸ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▸ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. **Enhanced Exhaust Control Practices** ▸ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NO_X reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual	where applicable, for all project phases.			

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survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations. ▸ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.				
Mitigation Measure 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_X Emissions Generated by Construction of On-Site Elements. Implementation of the Proposed Project or the other four other action alternatives would result in construction-generated NO_X emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NO_X emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO_X emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO_X emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO_X that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_X emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NO_X plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from $517,410 to $824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The project applicant(s) of all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.	
Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM_{10} to disclose what PM_{10} concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM_{10} emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.	Before the approval of all grading plans by the City.	All detailed, project-level analysis shall be performed and funded by the project applicant(s) for each discretionary development entitlement. All feasible mitigation shall be also be funded by the project applicant(s).	City of Folsom Community Development Department	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County. The applicants responsible for the construction of each off-site element in Sacramento County shall require their contractors to implement SMAQMD's Basic Construction Emission Control Practices during construction. A list of SMAQMD's Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD's Basic Construction Emission Control Practices or comparable feasible measures.	Before the approval of all grading plans from SMAQMD.	The project applicant(s) responsible for construction of each off-site element in Sacramento County.	1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department. 2. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.2-1e: Implement EDCAQMD-Recommended Measures for Controlling Fugitive PM_{10} dust During Construction of the Two Roadway Connections in El Dorado County. Prior to construction of each roadway extension in El Dorado County, the applicants or its contractors shall develop a fugitive dust control plan that is approved by EDCAQMD and the applicants shall require their contractors to implement the dust control measures identified in the EDCAQMD-approved fugitive dust control plan. The fugitive dust control plan shall contain measures that are recommended by EDCAQMD at the time the plan is developed, which may include, but is not limited to, the current list of EDCAQMD-recommended dust control measures provided in Table 3A.2-5 below. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County). **Table 3A.2-5** **EDCAQMD-Recommend Fugitive Dust Control Measures** Source: Mitigation Measure Soil Piles: Enclose, cover, or water twice daily all soil piles Soil Piles: Automatic sprinkler system installed on soil piles Exposed Surface/Grading: Water all exposed soil twice daily Exposed Surface/Grading: Water exposed soil with adequate frequency to keep soil moist at all times Truck Hauling Road: Water all haul roads twice daily Truck Hauling Road: Pave all haul roads Truck Hauling Load: Maintain at least two feet of freeboard Truck Hauling Load: Cover load of all haul/dump trucks securely Source: Table 4.12 of EDCAQMD's *Guide to Air Quality Assessment* (EDCAQMD 2002).	Before the approval of grading plans by EDCAQMD.	The project applicant(s) responsible for constructing the roadway connections in El Dorado County.	El Dorado County Development Services Department.	
Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements. Implement SMAQMD's Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO_X emissions generated by construction of all off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).	Before the approval of all grading plans from the respective air district (i.e., SMAQMD or EDCAQMD).	The project applicant(s) responsible for construction of each off-site element in Sacramento and El Dorado counties.	1. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 2. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 3. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_X Emissions Generated by Construction of Off-site Elements. The off-site elements could result in construction-generated NO_X emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NO_X emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the	Before the approval of each grading plan for the off-site elements in Sacramento County.	The project applicant(s) of all off-site elements in Sacramento County.	1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department shall not grant any grading	

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other four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off-site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before 'the approval of respective grading plans by Sacramento County. The project applicant(s) responsible for each off-site element in Sacramento County shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO_X that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_X emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NO_X plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site elements would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD's jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction-generated NO_X emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.) Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).			permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD. 2. For the U.S. 50 interchange improvements: Caltrans shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.	
Mitigation Measure 3A.2-1h: Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements. Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM_{10} emissions pursuant to SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM_{10} emissions is found in its Guide to Air Quality Assessment in Sacramento County SMAQMD 2009a). SMAQMD emphasizes that PM_{10} emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the project applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM_{10} exhaust emission and fugitive PM_{10} dust emissions in accordance with SMAQMD guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices included in Mitigation Measure 3A.2-1a. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).	1. For all off-site improvements within unincorporated Sacramento County: Before the approval of the respective grading plans from the Sacramento County Planning and Community Development Department 2. For the U.S. 50 interchange improvements: Before the approval of construction plans from Caltrans.	All detailed, project-level analysis shall be performed by the responsible lead agency or its selected consultant and funded by the project applicant(s). Implementation of the project-level modeling analysis and any necessary additional mitigation shall be fully funded by the project applicant(s) responsible for each off-site improvement.	1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department. 2. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved *Folsom Plan Area Specific Plan Air Quality Mitigation Plan* (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.	Before issuance of subdivision maps or improvement plans.	The project applicant(s) any particular discretionary development application.	City of Folsom Community Development Department.	
Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions. The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City	Before the approval of all grading plans by the City and throughout project construction,	The project applicant(s) any particular discretionary development	City of Folsom Community Development Department.	

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for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases. The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.	where applicable, for all project phases.	application.		
Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants. The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants. ▸ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0. ▸ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. ▸ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. ▸ Signs shall be posted in at all loading docks and 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 in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005. ▸ Implement the following additional guidelines, which are recommended in ARB's *Land Use Handbook: A Community Health Perspective* (ARB 2005) and are considered to be advisory and not regulatory: • Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. • Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other.	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	The project applicant(s) of all project phases.	City of Folsom Community Development Department.	
Mitigation Measure 3A.2-5: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentinite) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	The project applicant(s) of all project phases.	City of Folsom Community Development Department.	
Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions. The project applicant(s) for any particular discretionary development application shall implement the following measures: ▸ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for	Before the approval of building permits by the City and throughout project construction,	The project applicant(s) of all project phases.	City of Folsom Community Development Department.	

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commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors. ► The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.) ► Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor-producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature. ► The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. ► Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors. ► Signs shall be posted at all loading docks and 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 in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) ► Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)	where applicable, for all project phases.			
3B.2 AIR QUALITY - WATER				
Mitigation Measure 3B.2-1a: Develop and Implement a Construction NO_X Reduction Plan. Consistent with SMAQMD requirements, the City of Folsom shall provide a plan for demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NO_X reduction. Prior to construction, the City's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction of the Off-site Water Facilities. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted quarterly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the Off-site Water Facilities representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.	Prior to construction of the Off-site Water Facilities.	City of Folsom Utilities Department	1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department, and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3B.2-1b: Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately. Controlling visible emissions from off-road diesel powered equipment. The City shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least monthly, and a quarterly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.	During construction of all Off-site Water Facilities.	City of Folsom Utilities Department	1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department, and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.	
Mitigation Measure 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. The City shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The City shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following: ▸ minimize on-site construction vehicle speeds on unpaved surfaces; ▸ post speed limits; ▸ suspend grading operations when wind is sufficient to generate visible dust clouds; ▸ pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; ▸ Prohibit no open burning of vegetation during project construction; ▸ Chip or deliver vegetative material to waste-to-energy facilities; ▸ reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a; ▸ clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and ▸ water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust.	During construction of all Off-site Water Facilities.	City of Folsom Utilities Department	1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department, and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.	
Mitigation Measure 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. New pumping stations including back-up diesel generators shall be located more than 200 feet away from sensitive receptors. Electrically-powered pumps shall be used to power new pumps, to the extent practicable.	Prior to the approval of grading plans and building permits for all off-site water pumping facilities.	City of Folsom Utilities Department	1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
			and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.	
Mitigation Measure 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations, and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024 $\mu g/m^3$, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024 $\mu g/m^3$. The acceptable concentration of 0.024 $\mu g/m^3$ was determined using the current OEHHA cancer potency factor and methodology for diesel exhaust (OEHHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024 $\mu g/m^3$, then the cancer health risk would be less than 9.9 cancers in a million population.	Prior to the approval of grading plans and building permits for all off-site water pumping facilities.	City of Folsom Utilities Department	1. For improvements that would be located within the City of Folsom: City of Folsom Community Development Department and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.	
3A.3 BIOLOGICAL RESOURCES - LAND				
Mitigation Measure 3A.3-1a: Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features. To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality." The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems,	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	Project applicant(s) of all project phases and on-site and off-site elements.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Public Works Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit. In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality." Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that preproject conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard. See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.			4. For the U.S. 50 interchange improvements: Caltrans. 5. U.S. Army Corps of Engineers, Sacramento District. 6. Central Valley Regional Water Quality Control Board.	
Mitigation Measure 3A.3-1b: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State. Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct discretionary development entitlement, the project applicant(s) for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and before engaging in mitigation activities associated with each discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset	Before the approval of grading or improvement plans or any ground-disturbing activities for any project development phase containing wetland features or other waters of the U.S.. The MMP must be approved before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.	Project applicant(s) for each discretionary development entitlement requiring fill of wetlands or other waters of the U.S. or waters of the state.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. U.S. Army Corps of Engineers, Sacramento District; Central Valley Regional Water Quality Control Board as	

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and replace the aquatic functions and services that would be lost at the SPA, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced. The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 *Memorandum Re: Minimum Level of Documentation Required for Permit Decisions*. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. The Final Rule also establishes a preference for a "watershed approach" in selecting locations for compensatory mitigation project locations, that mitigation selection must be "appropriate and practicable" and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site. Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard. The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency-approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The applicants' biological consultant, ECORP, has identified availability of approximately 31 vernal pool credits and 228 seasonal wetland credits at mitigation banks whose service area includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, availability is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1). Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines , which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancementwithin the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following: ▸ Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule; • located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable; • located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability; ▸ A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation			appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes and in compliance with the City's Grading Ordinance (Folsom Municipal Code 14.29), or appropriate county grading ordinance for off-site detention basin and roadway connections from Folsom Heights to El Dorado Hills.	

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areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions; ► Specific creation and restoration plans for each mitigation site; ► Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA; ► CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced; ► Monitoring protocol, including schedule and annual report requirements, and the following elements: • ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable; • assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. Assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year; • assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year; • analysis of assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary; • corrective measures if performance standards are not met; • monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site "matures" over time; • GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat; • adaptive management measures to be applied if performance standards and acreage requirements are not being met; • responsible parties for monitoring and preparing reports; and • responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. A final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction. USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA.				

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Water quality certification pursuant to Section 401 of the CWA will be required before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).				
Mitigation Measure 3A.3-2a: Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests. To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.	Before the approval of grading and improvement plans, before any ground-disturbing activities, and during project construction as applicable for all project phases.	Project applicant(s) of all project phases.	1. California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.	
Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan. To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below. Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist. The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG *Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California*, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land. Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.	Before the approval of grading, improvement, or construction plans and before any ground-disturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	Project applicant(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 3. For the U.S. 50 interchange improvements: Caltrans.	

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The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement. The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement. If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).				
Mitigation Measure 3A.3-2c: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies. To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins. If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	Project applicant(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.3-2d: Avoid and Minimize Impacts to Special-Status Bat Roosts. The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required. If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site before the mine shaft is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing	Before the approval of removal or fill of the mine shaft on the SPA.	Project applicant(s) of all project phases containing potential bat roosting habitat.	City of Folsom Community Development Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.				
Mitigation Measure 3A.3-2e: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat. The project applicant(s) for all project phases shall obtain an incidental take permit under Section 10(a) of ESA. No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a BO has been issued by USFWS and the project applicant(s) have abided by conditions in the BO (including all conservation and minimization measures). Conservation and minimization measures are likely to include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction. Under the No Federal Action Alternative, interagency consultation under Section 7 of ESA would not occur; therefore, the project applicant(s) would be required to develop a habitat conservation plan to mitigate impacts on Federally listed vernal pool invertebrates. The project applicant(s) shall complete and implement, or participate in, a habitat conservation plan that shall compensate for the loss of acreage, function, and value of affected vernal pool habitat. The habitat conservation plan shall be consistent with the goals of the Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon (USFWS 2005) and must be approved by USFWS. The project applicant(s) for all project phases shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. The land used to satisfy this mitigation measure shall be protected through a fee title or conservation easement acceptable to the City and USFWS. The project applicant(s) for all project phases shall identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation in support of a lesser indirect impact distance. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve 2 wetted acres of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat, and before any ground-disturbing activity within 250 feet of the habitat. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan. A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties or Caltrans).	Before the approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said habitat, and on an ongoing basis throughout construction as applicable for all project phases as required by the habitat conservation plan and/or BO.	Project applicant(s) of all project phases and on-site and off-site elements.	1. U.S. Fish and Wildlife Service. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 5. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.3-2f: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of VELB Habitat. As long as valley elderberry longhorn beetle remains a species protected under ESA, the project applicant(s) of all project phases containing elderberry shrubs shall obtain an incidental take permit under Section 10(a) of ESA for valley elderberry longhorn beetle. No project construction shall proceed in areas potentially containing valley elderberry longhorn beetle until a BO has been issued by USFWS, and the project applicant(s) for all project phases have abided by all pertinent conditions in the take permit relating to the proposed construction, including all conservation and minimization measures. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in a conservation area. Under the No Federal Action Alternative, interagency consultation under Section 7 of ESA would not occur; therefore, the project applicant(s) would be required to develop a habitat conservation plan to mitigate impacts on valley elderberry longhorn beetle. The project applicant(s) shall complete and implement a habitat conservation plan that will compensate for the loss of valley elderberry longhorn beetle. Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented on a no-net-loss basis. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would also likely be required in the BO. Ratios for mitigation of valley elderberry longhorn beetle habitat will ultimately be determined through the ESA Section 10(a) consultation process with USFWS, but shall be a minimum of "no net loss." Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).	Before the approval of any grading or improvement plans or any ground-disturbing activity within 100 feet of valley elderberry longhorn beetle habitat as applicable for all project phases, and on an ongoing basis as required by the habitat conservation plan and/or BO.	Project applicant(s) of all project phases potentially containing elderberry shrubs.	1. U.S. Fish and Wildlife Service 2. City of Folsom Community Development Department. 3. For the U.S. 50 interchange improvements: Caltrans.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.3-2g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions. No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements. As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met. The project applicant(s) for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in *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* (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value. The project applicant(s) for any particular discretionary development application "potentially affecting vernal pool habitat" shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. This standard shall be accomplished by requiring the project applicant(s) for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground-disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project). A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before the approval of any grading or improvement plans, before any ground-disturbing activities within 250 feet of said habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.	Project applicant(s) of all project phases.	1. U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.	
Mitigation Measure 3A.3-2h: Obtain Incidental Take Permit for Impacts on Valley Elderberry Longhorn Beetle and Implement All Permit Conditions. Before each phase of the project, the project applicant(s) shall have a qualified biologist identify any elderberry shrubs within 100 feet of the project footprint and conduct a survey for valley elderberry longhorn beetle exit holes in stems greater than 1 inch in diameter. If no project activity, including grading or use of herbicides, would occur within 100 feet of an elderberry shrub, then no further mitigation shall be required for valley elderberry longhorn beetle in those areas. If project activities would occur within 100 feet of any elderberry shrubs, consultation with USFWS under Section 7 will be required. No project construction shall proceed in areas potentially containing valley elderberry longhorn beetle until a BO has been issued by USFWS, and the project applicant(s) of all project phases have abided by all pertinent conditions in the BO relating to the proposed construction, including conservation and minimization measures, intended to be completed before on-site construction. Conservation and minimization measures are likely to include preparation of supporting documentation that describes methods for relocation of existing shrubs and maintaining existing shrubs and other vegetation in a conservation area. Relocation of existing elderberry shrubs and planting of new elderberry seedlings shall be implemented consistent with the mitigation ratios	Before the approval of any grading or improvement plans or any ground-disturbing activity within 100 feet of valley elderberry longhorn beetle habitat as applicable for all project phases, and on an ongoing basis as required by BO.	Project applicant(s) of all project phases.	1. U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the U.S. 50 interchange improvements: Caltrans.	

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described in the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999). The 1999 conservation guidelines mitigation ratios are based on whether the affected shrub is located in riparian or non riparian habitat, the size of stems affected, and the presence of beetle exit holes. Compensatory mitigation for elderberry shrubs that would be removed from their current locations would be developed in consultation with USFWS during the Section 7 consultation process. Compensatory mitigation may include planting replacement elderberry seedlings or cuttings and associated native plants within the open space areas of the SPA, planting replacement elderberry seedlings or cuttings and associated native plants at a suitable off-site location, purchasing credits at an approved mitigation bank, or a combination thereof. Relocated and replacement shrubs and associated native plantings shall be placed in conservation areas providing a minimum of 1,800 square feet per transplanted shrub. These conservation areas shall be preserved in perpetuity as habitat for valley elderberry longhorn beetle. The number of elderberry shrubs that would be affected by implementing the project is expected to be low because there are currently a total of less than 10 shrubs known to be present on the SPA. Ratios for mitigation of valley elderberry longhorn beetle habitat will ultimately be determined through the ESA Section 7 consultation process with USFWS, but shall be a minimum of "no net loss." USFWS uses stem count data, presence or absence of exit holes, and whether the affected elderberry shrubs are located in riparian habitat to determine the number of elderberry seedlings or cuttings and associated riparian vegetation that would need to be planted as compensatory mitigation for affected elderberry longhorn beetle habitat. The final VELB mitigation plan, including transplanting procedures, long-term protection, management of the mitigation areas, and monitoring procedures shall be consistent with the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999). The population of valley elderberry longhorn beetles, the general condition of the conservation area, and the condition of the elderberry and associated native plantings in the conservation area must be monitored over a period of either ten consecutive years or for seven years over a 15-year period. A minimum survival rate of at least 60% of the elderberry plants and 60% of the associated native plants must be maintained throughout the monitoring period. Within one year of discovering that survival has dropped below 60%, the project applicant(s) shall replace failed plantings to bring survival above this level. Detailed information on monitoring success of relocated and planted shrubs and measures to compensate (should success criteria not be met) would be required in the BO. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.				
Mitigation Measure 3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation. To mitigate for the potential loss or degradation of special-status plant species and habitat, the project applicant(s) for any particular discretionary development application shall adhere to the requirements described below. ► The project applicant(s) for any particular discretionary development application, including the proposed off-site elements, shall retain a qualified botanist to conduct protocol level preconstruction special-status plant surveys for all potentially occurring species. Preconstruction special-status plant surveys shall not be required for those portions of the SPA that have already been surveyed according to DFG and USFWS guidelines. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, DFG, the City of Folsom, Caltrans (for interchange improvements to U.S. 50), El Dorado County (for roadway connections in El Dorado County), and Sacramento County (for the off-site detention basin) and no further mitigation shall be required. ► If special-status plant populations are found, the project applicant(s) of affected developments shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. ► If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to Caltrans (for interchange improvements to U.S. 50), El Dorado County (for impacts in roadway connections in El Dorado County), Sacramento County (for impacts in the off-site detention basin footprint), or the City of Folsom (for on-site impacts and all other off-site elements), for review and approval. It shall be submitted concurrently to DFG or USFWS, as appropriate depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase, including off-site elements.	Project applicant(s) of all project phases and on- and off-site elements.	1. U.S. Fish and Wildlife Service, California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 5. For the U.S. 50 interchange improvements: Caltrans.	

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monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off site. ► If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements. ► If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation on long term viable populations. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).				
Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement. The project applicant(s) for any particular discretionary development application shall obtain a Section 1602 streambed alteration agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following: ► compensatory mitigation sites and criteria for selecting these mitigation sites; ► complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas; ► site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood; ► a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting); ► in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ► monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years); ► ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved; ► corrective measures if performance standards are not met; ► responsible parties for monitoring and preparing reports; and ► responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat. Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans.	Before the approval of grading or improvement plans or any construction activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds.	Project applicant(s) of all project phases and the off-site Prairie City Road and Oak Avenue interchange improvements.	1. California Department of Fish and Game, 2. City of Folsom Community Development Department. 3. Caltrans for interchange improvements to U.S. 50.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.3-4b: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation. The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements. If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.	Before approval of grading or improvement plans or any ground-disturbing activities, including grubbing or clearing, for any project phase.	Project applicant(s) for any particular discretionary development application affecting valley needlegrassland.	1. California Department of Fish and Game, 2. City of Folsom Community Development Department.	
Mitigation Measure 3A.3-5: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site. The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below. ► Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres). ► Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: • Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat. • Preserve and passive open space zones throughout the SPA. • Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes). • Other practical locations within the SPA in or adjacent to open space. **Oak Woodlands Mitigation Planting Criteria** The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat: • A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows: - One established acorn equals one unit (acorns will be over planted to maximize potential germination). - One oak seedling equals one unit. - One #1 container oak tree equals two units. - One #5 container oak tree equals three units. - One #15 container oak tree equals four units. - One 24-inch boxed oak tree equals six units. - One transplanted oak tree equals four units per trunk diameter inch (dbh).	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.	Project applicant(s) of all project phases and off-site elements affecting blue oak woodland and protected trees.	1. City of Folsom Community Development Department. 2. Caltrans for interchange improvements to U.S. 50.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
- Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings.				
► Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.				
► Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for on-site creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity.				
► The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria.				
Isolated Oak Tree Mitigation				
The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City:				
► Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations:				
• 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.				
• 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted.				
• 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.				
• 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.				

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• 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees. • 0 = Dead – the tree has no significant signs of life (dead or very close to being dead).				
Isolated Oak Tree Mitigation Planting Criteria				
► The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows: • Trees rated 0 or 1 may be removed with no mitigation. • Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation. • Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation. • Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. • Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. • Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. • Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria: **Caliper of Tree Preserved** / **Mitigation Tree Credit Equivalent** 1 inch or greater, but less than 2 inches / One #15 container tree or two #5 container trees 2 inches or greater, but less than 3 inches / Two #15 container trees 3 inches or greater, but less than 4 inches / Three #15 container trees 4 inches or greater, but less than 5 inches / Four #15 container trees				
► Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed: • half of a 24-inch box tree; • one #15 container tree; • two #5 container trees; or • $150 in-lieu payment or other fee set by City Council Resolution.				
► The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.				
► To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas bust must be installed so that the drip				

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lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation. Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom. Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.				
3B.3 BIOLOGICAL RESOURCES- WATER				
Mitigation Measure 3B.3-1a: Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State. Before the approval of grading and improvement plans and before any groundbreaking activity associated with the Off-site Water Facilities requiring fill of wetlands or other waters of the U.S. or waters of the state, the City shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Water Quality Control Act for the respective phase. For each respective Off-site Water Facility component, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats, including waters of the state, that potentially support Federally listed species. The City shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that phase. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the selected Off-site Water Facility Alternative on behalf of the City. Before any ground-disturbing activities that would adversely affect wetlands and before engaging in mitigation activities associated with each phase of development, the City shall submit the draft wetland MMP to USACE and the Central Valley RWQCB for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. As part of the MMP, the City shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the project site because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced. The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230). According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. This also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA 2008). It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site. Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard. Compensatory mitigation for losses of stream and intermittent drainage channels shall be achieved through in-kind preservation, restoration, or enhancement, as specified in the Final Rule guidelines. The wetland MMP shall address how to mitigate impacts on all aquatic resource types and shall describe specific method(s) to be implemented to avoid and/or mitigate any Off-site Water Facility-related impacts. The	Before the approval of grading or improvement plans or any ground-disturbing activities for all the Off-site Water Facilities containing wetland features or other waters of the U.S. The MMP must be approved before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.	City of Folsom Utilities Department	U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game.	

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wetland compensation section of the habitat MMP shall include all the contents identified in Mitigation Measure 3A.3-1A. USACE has determined that the Off-site Water Facilities may require an individual permit. In its final stage and once approved by USACE, the MMP for the Off-site Water Facilities is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. Water quality certification pursuant to Section 401 of the CWA will be required before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the City shall obtain water quality certification for the Off-site Water Facilities. Any measures required as part of the issuance of water quality certification shall be implemented.				
Mitigation Measure 3B.3-1b: Maximum Use of Trenchless Technology for Conveyance Pipeline Design. Following the selection of a Off-site Water Facility Alternative, the City shall design and route the water conveyance pipeline to avoid waters of the U.S and State, including wetlands and vernal pools, to the maximize extent practical. Where avoidance is not practical, the City shall maximize the use of trenchless technologies (micro-tunneling or jack-and-bore), where feasible. All trenchless construction crossings will include the preparation of a Frac-Out (or inadvertent return of drilling lubricants) Contingency Plan for tunneling activities that use drilling lubricants (e.g., construction of pipelines using jack-and-bore methods). The purpose of the plan will be to minimize the potential for a frac-out associated with tunneling activities, provide for the timely detection of frac-outs, and ensure an organized, timely, and "minimum-impact" response in the event of a frac-out and release of drilling lubricant (i.e., bentonite). Preparation and implementation of a Frac-Out Contingency Plan will be reflected in contract documents.	Prior to and during construction of all Off-Site Water Facilities	City of Folsom Utilities Department	U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, California Department of Fish and Game.	
Mitigation Measure 3B.3-1c: Restore All Waters Impacted by Trenching and Temporary Construction Staging Areas to Pre-Project Contours and Conditions. For all water line crossings of waters of the U.S. or State in which the use of trenchless technologies are not feasible, the City shall ensure that all waters impacted by trenching activities are restored to pre-project contours and conditions. In addition, within 30 days following project construction, the City shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to pre-project contours and conditions. At minimum, the City shall ensure that the following measures are implemented during construction: ▸ Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; ▸ If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; ▸ Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; ▸ Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; ▸ Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; ▸ Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. Before the approval of grading and improvement plans and before any groundbreaking activity associated with the Off-site Water Facilities requiring fill of wetlands or other waters of the U.S. or waters of the state, the City shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the USACE and Central Valley RWQCB for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. At minimum, the MMP shall provide the following information: ▸ A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water.	Before the approval of grading or improvement plans or any ground-disturbing activities for all the Off-site Water Facilities containing wetland features or other waters of the U.S.	City of Folsom Utilities Department	1. U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	

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▸ Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls). ▸ The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the water line. ▸ Proposed schedule for restoration activities				
Mitigation Measure 3B.3-2: Conduct Preconstruction Survey for Western Spadefoot Toad and Northwestern Pond Turtle and if Found, Implement Avoidance and Compensation Measures. Prior to construction, a qualified biologist retained by the City shall conduct protocol-level surveys for the western spadefoot toad and northwestern pond turtle to determine if these species are currently using water features crossed by the selected alignment. If either of these species is detected, then the City shall consult with the DFG (and USFWS if appropriate) to develop additional minimization measures prior to project construction (if necessary). These additional measures may include timing restrictions for groundwater dewatering activities, construction monitoring, and long-term monitoring. If temporary fencing is used, it shall take the form of silt fencing and temporary plastic construction fencing placed no closer than 25 feet from the edge of the protected habitat. Protective fencing around vernal pools identified as potential habitat for special-status species shall be constructed in a way that allows western spadefoot toad to access these wetlands. Impacted western spadefoot toad habitat shall be mitigated and compensated in accordance with USFWS and DFG requirements.	Prior to and during construction of all Off-site Water Facilities	City of Folsom Utilities Department	1. U.S. Fish and Wildlife Service, California Department of Fish and Game. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	
3A.4 CLIMATE CHANGE – LAND				
Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions. To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process. SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following: ▸ Improve fuel efficiency from construction equipment: • reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); • perform equipment maintenance (inspections, detect failures early, corrections); • train equipment operators in proper use of equipment; • use the proper size of equipment for the job; and	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	Project applicant(s) during all discretionary development project phases and on-site and off-site elements.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For all on- and off-site project-related activities within the City of Folsom and Sacramento County. 3. For the two roadway extensions into El Dorado Hills: El Dorado County Development Services Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
• use equipment with new technologies (repowered engines, electric drive trains). ► Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ► Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO_X] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ► Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ► Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ► Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ► Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ► Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ► Produce concrete on-site if determined to be less emissive than transporting ready mix. ► Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ► Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.				
Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions. Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated negative declaration or project-specific EIR) and will require that GHG emissions from operation of each phase of development, including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO_2e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO2e/SP/year for development that would become operational on or before the year 2030. The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures including those developed under AB 32). For each increment of new discretionary development, the City shall submit to the project applicant(s) a list of potentially feasible GHG reduction measures to be considered in the development design. The City's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, which will evolve under the mandate of AB 32 and Executive Order S-3-05. If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City shall review and ensure inclusion of the design features in the proposed project before applicant(s) can receive the City's discretionary approval for the any increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors: ► the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the SPA are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA; ► the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length; ► the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the SPA, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation;	Before approval of final maps and building permits for all project phases, including all on- and off-site elements.	The project applicant(s) for any particular discretionary development.	City of Folsom Community Development Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
► the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions; ► the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions; ► the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and ► whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs. In considering how much, and what kind of, mitigation is necessary in light of these factors, the City shall consider the following list of options, though the list is not intended to be exhaustive, as GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, CEQA & Climate Change (CAPCOA 2009a); CAPCOA's Model Policies for Greenhouse Gases in General Plans (CAPCOA 2009b); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2008). **Energy Efficiency** ► Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). ► Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). ► Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. ► Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. ► Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes. **Water Conservation and Efficiency** ► With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces. ► Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. ► Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. ► Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. ► Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. ► Provide education about water conservation and available programs and incentives. ► To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. **Solid Waste Measures** ► Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ► Provide interior and exterior storage areas for recyclables and green waste at all buildings. ► Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.				

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▸ Provide education and publicity about reducing waste and available recycling services. **Transportation and Motor Vehicles** ▸ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). ▸ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). ▸ At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.				
Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees. The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	The project applicant(s) for any particular discretionary development application.	The City of Folsom Community Development Department.	
3B.4 CLIMATE CHANGE – WATER				
Mitigation Measure 3B.4-1a: Implement GHG Reduction Measures during Construction. The bid specifications for construction of the Off-site Water Facilities shall require that bidders demonstrate how they will comply with each of the following measures during all construction and demolition activities: 1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the SMAQMD. 2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 5 minutes or for such other more restrictive time as may be required in law or regulation. 3) On-site construction vehicles and equipment will use ARB-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required. 4) A City-approved Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) will be in place for the Off-site Water Facilities that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.	Prior to the approval of grading plans and building permits for all off-site water facilities.	City of Folsom Utilities Department	1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
			Planning Department and SMAQMD.	
Mitigation Measure 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. Prior to operation, the City shall have in place a Off-site Water Facilities Climate Action Plan and Greenhouse Reduction Strategy (Plan) that has been adopted by the City following an opportunity for review and recommendation by the SMAQMD. At a minimum, the Plan shall include: ▸ Designation of Person Responsible for Implementation. The Plan shall designate the name and contact information of the person(s) responsible for ensuring continuous and on-going implementation of the Plan. ▸ GHG Inventory and Reduction Target. The City shall prepare a complete GHG Inventory for the Offsite Water Facilities components within one year following occupancy and a GHG reduction target based on State guidance. ▸ Off-site Water Facilities Design Features. The Off-site Water Facilities shall include design features to reduce operational GHG emissions, as well as an estimate of the reduction in GHG emissions that is expected to result from each facility. Initial measures that may be considered include, but are not limited to: • design all conditioned occupancies with "cool roofs" using products certified by the Cool Roof Rating Council, and other exposed roof surfaces coated with "cool paints"; • design all conditioned occupancies to take advantage of shade through the planting of deciduous canopy-type trees and/or prevailing winds to reduce energy use; • make maximum use of EnergyStar-qualified energy efficient appliances, heating and cooling systems, office equipment and lighting products; • install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy that has been generated by renewable sources to meet a portion of the electricity needs of the Offsite Water Facilities; and • in an effort to reduce GHG emissions from transportation sources, the bid specifications for the Offsite Water Facilities should require that bidders demonstrate that they have given preference to local sources of building materials or offer evidence to support why such local sources have not been used.	Prior to the approval of grading plans and building permits for all off-site water facilities.	City of Folsom Utilities Department	1. For improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department, City of Folsom Community Development Department and SMAQMD. 2. For improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department and SMAQMD. 3. For improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department and SMAQMD.	
3A.5 CULTURAL RESOURCES – LAND				
Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement. The PA for the proposed project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the NHPA. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	The PA shall be prepared and executed (signed) prior to issuance of any Federal permit or authorization for any aspect or component of the specific plan project.	USACE (or designee) and the project applicant(s) of all project phases (as directed by USACE)	USACE and the project applicant(s) of all project phases (as directed by USACE), with oversight by the SHPO.	
Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions: ▸ Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist, and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. The identification of sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.	Before issuance of building permits and ground-disturbing activities.	The applicable oversight agency and the project applicant(s) (at the agency's direction) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community	

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▸ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS. ▸ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800. ▸ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS. ▸ To support the evaluation and treatment required under this mitigation measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment. ▸ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).			Development Department. 4. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: ▸ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered. ▸ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▸ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before and during ground-disturbing activities.	Project applicant(s) of all project phases.	1. For actions taken to satisfy the requirements of Section 106: the SHPO and USACE. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department. 4. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 5. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the applicable county coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48	Upon the discovery of suspected human remains.	Project applicant(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development	

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hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code. Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have at least 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements: ▸ record the site with the NAHC or the appropriate Information Center, ▸ use an open-space or conservation zoning designation or easement, or ▸ record a document with the county in which the property is located. The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).			Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department. 3. For the detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans.	
3A.7 GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES - LAND				
Mitigation Measure 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following: ▸ site preparation; ▸ soil bearing capacity; ▸ appropriate sources and types of fill; ▸ potential need for soil amendments; ▸ road, pavement, and parking areas; ▸ structural foundations, including retaining-wall design; ▸ grading practices; ▸ soil corrosion of concrete and steel; ▸ erosion/winterization; ▸ seismic ground shaking; ▸ liquefaction; and ▸ expansive/unstable soils. In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report	Before issuance of building permits and ground-disturbing activities.	Project applicant(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department. 3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans.	

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shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.				
Mitigation Measure 3A.7-1b: Monitor Earthwork during Earthmoving Activities. All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	Project applicant(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department. 3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan. Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases. For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development. For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.	Before the start of construction activities.	Project applicant(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department. 3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.	

Table 1
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.7-4: Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-site Elements East of Old Placerville Road. Before the start of all construction activities east of Old Placerville Road, the project applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).	Before or during earthmoving activities.	Project applicant(s) of all project phases for on-site and off-site elements east of Old Placerville Road.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two off-site roadway connections from Folsom Heights into El Dorado Hills: El Dorado County Public Works Department.	
Mitigation Measure 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations. The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.	Before and during earthmoving activities.	Project applicant(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Public Works Department.	
Mitigation Measure 3A.7-9: Conduct Soil Sampling in Areas of the SPA Designated as MRZ-3 for Kaolin Clay and if Found, Delineate its Location and Notify Lead Agency and the California Division of Mines and Geology. The project applicant(s) of all applicable project phases shall retain a licensed geotechnical or soils engineer to analyze soil core samples that shall be extracted from that portion of the SPA zoned MRZ-3 for kaolin clay, as shown on Exhibit 3A.7-3. In the event that kaolin clay is discovered, the City of Folsom, Sacramento County, and CDMG shall be notified. In addition, the approximate horizontal and vertical extent of available kaolin clay shall be delineated by the geotechnical or soils engineer.	Before issuance of building permits for development within the Ione Formation.	Project applicant(s) of all project phases in the Ione Formation.	City of Folsom Community Development Department, Sacramento County Planning and Community Development Department, California Division of Mines and Geology.	
Mitigation Measure 3A.7-10: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following: ► Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ► If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).	During earthmoving activities in the Ione and Mehrten Formations.	Project applicant(s) of all project phases within the Ione and Mehrten Formations.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3B.7-1a: Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures. Facility design for all Off-site Water Facility components shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer to be retained by the City. The final geotechnical and/or civil engineering report shall address and make recommendations on the following: ► site preparation; ► soil bearing capacity; ► appropriate sources and types of fill; ► potential need for soil amendments; ► road, pavement, and parking areas; ► structural foundations, including retaining-wall design; ► grading practices; ► soil corrosion of concrete and steel; ► erosion/winterization; ► seismic ground shaking; ► liquefaction; and ► expansive/unstable soils. In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the City.	Prior to completion of engineering plans for all Off-site Water Facilities.	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the CBC and American Water Works Association standards.	Prior to completion of engineering plans for all Off-site Water Facilities.	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.7-4: Implement Corrosion Protection Measures. As determined appropriate by a licensed geotechnical or civil engineer, the City shall ensure that all underground metallic fittings, appurtenances, and piping include a cathodic protection system to protect these facilities from corrosion.	Prior to completion of engineering plans for all Off-site Water Facilities	Implementation: City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
			Development Department or City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the City shall implement appropriate measures during construction of the Offsite Water Facility improvements. These measures shall be required for construction activities at the following locations: (1) Grant Line Road, south of SR 16; (2) Florin road, east of Excelsior Road; (3) Gerber Road, east of Excelsior Road; (4) White Rock Road, east of Prairie City Road; and (5) Prairie City Road and shall include: ► Before the start of any earthmoving activities for any project phase in the Riverbank Formation, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ► If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify Sacramento County Planning and Community Development Department. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the County to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.	During earthmoving activities in the Roverbank, Ione, and Mehrten Formations as shown in Wagner et al, 1981.	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities within Unincorporated Sacramento County or the City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	
3A.8 HAZARDS AND HAZARDOUS MATERIALS - LAND				
Mitigation Measure 3A.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures. The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas. The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances: ► Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ► Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ► Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.	Project applicant(s) of all project phases for any discretionary development application.	Before and during earthmoving activities.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.	

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Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).				
Mitigation Measure 3A.8-3a: Require the Project Applicant(s) to Cooperate with Aerojet and Regulatory Agencies to Preserve, Modify, or Close Existing Groundwater Monitoring Wells. The project applicant(s) for any particular discretionary development that would occur in or adjacent to the Area 40 boundary shall consult with Aerojet, EPA, DTSC, and/or the Central Valley RWQCB or any successor in interest to establish the preservation, modification, or closure of existing groundwater monitoring wells. If necessary, Aerojet, or any successor may purchase lots or obtain access agreements from the project applicant(s) to maintain access to monitoring wells and/or remediation systems. If groundwater wells are to be affected by proposed tentative maps, then the project applicant(s) or successors shall provide the City with evidence that the relocation, modification, or closure of the well(s) is approved by the appropriate agencies as part of the City's final map approval process and before development. The project applicant(s) for activities related to the off-site detention basin located outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with Sacramento County.	Ongoing to the satisfaction of EPA DTSC and/or the Central Valley RWQCB.	Project applicants(s) for activities that would occur in the Area 40 boundary or on areas used for groundwater monitoring and other remediation activities.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.	
Mitigation Measure 3A.8-3b: Coordinate Development Activities to Avoid Interference with Remediation Activities. The project applicant(s) for any particular discretionary development that would occur in or adjacent to the Area 40 boundary shall provide notice to Aerojet or any successor in interest and DTSC, the Central Valley RWQCB, and the City of Folsom of the location, nature, and duration of construction activities least 30 days before construction activities begin in areas on or near property with current or planned remediation activities (Area 40). Remedial actions, as required by DTSC, RWQCB, and/or the EPA, may include, but are not limited to: ▸ deed restrictions on land and groundwater use; ▸ requirements for building ventilation, heating, and air conditioning design; ▸ monitoring; ▸ installation of vertical barriers; ▸ biological, chemical, and/or physical treatment; ▸ extraction or excavation; and/or ▸ pump and treat activities. Before the approval of grading plans which include areas within the Area 40 boundary or the off-site detention basin, the project applicant(s) shall consult with Aerojet, EPA, DTSC, and/or the Central Valley RWQCB or any successor to schedule the timing of construction activities to prevent potential conflicts with investigation and remediation activities. The project applicant(s) for activities related to the off-site detention basin located outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with Sacramento County.	Before the approval of grading plans and during construction activities within the Area 40 boundary, off-site detention basin, or on lands used for monitoring or other remediation-related activities.	Project applicant(s) for activities within the Area 40 boundary or on lands used for monitoring or other remediation-related activities.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 3. U.S. Environmental Protection Agency, California Department of Toxic Substances Control, and/or Central Valley Regional Water Quality Control Board, Aerojet General Corporation, as appropriate.	
Mitigation Measure 3A.8-3c: Provide Written Notification to the City that, as required by EPA, DTSC, and the Central Valley RWQCB, -Required Notification Obligations and/or Easements Have Been Fulfilled to Ensure that Construction Activities Do Not Interfere with Remedial Actions. Pursuant to their oversight over investigations of hazardous substances and determination of remedial action, EPA and/or DTSC establish, as appropriate, deed restrictions (e.g., restrictions on future groundwater uses or future land uses) or easements (e.g., continued access to groundwater wells and pipelines) on property with associated notice requirements. The project applicant(s) for all such affected project activities, located within the Area 40 boundary, the off-site detention basin; or lands subject to monitoring or other remediation activities shall provide notification in writing to the City (or Sacramento County for the off-site detention basin) that said required notification obligations have been fulfilled. Evidence of the method of notification required by EPA and/or DTSC shall be submitted to the City before approval of tentative maps or improvement plans. The project applicant(s) for such affected project activities shall coordinate with the City to include this provision as part of tentative map approval within the Area 40 boundary or lands subject to monitoring or other remediation activities. The project applicant(s) shall coordinate with Sacramento County for such affected project activities pertaining to the off-site detention basin. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).	Before approval of final maps and/or issuance of permits for sales trailers and model homes within the Area 40 boundary, the off-site detention basin, or lands subject to monitoring or other remediation activities.	Project applicant(s) for activities that would occur in the Area 40 boundary or on areas used for groundwater monitoring and other remediation activities.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.	

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Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.8-3d: Land Use Restrictions for Contaminated Soil and Groundwater within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9. Prior to approval of any tentative maps, improvement plans, or discretionary project approvals for locations within Area 40, as depicted in the Remedial Restrictions Area (Exhibit 3A.8-9), the project applicant(s) shall designate those areas that are subject to off-gassing hazards in excess of an indoor air standard, as open space or park use, as required by the City and Aerojet in consultation with the EPA. Areas designated for open space or park under this mitigation measure shall be determined by the City and by Aerojet in consultation with the EPA using risk calculations (completed in accordance with EPA's 1989 *Risk Assessment Guidance for Superfund* [EPA/540/1-89-002] and DTSC's 1992 *Supplemental Guidance for Human Health Multimedia Risk Assessments of Hazardous Waste Sites and Permitted Facilities* and 1994 *Preliminary Endangerment Assessment Guidance Manual*, or such guidance as may be in place at the time risk assessment is performed) for exposure to off-gassing from either soil or groundwater based on detected PCE and TCE concentrations. The project applicant(s) for such affected areas located within Area 40 as depicted on the Remedial Restrictions Area Exhibit 3A.8-9 shall implement this measure as part of tentative map applications or other discretionary project approvals when such applications are submitted to the City. If the portions of Area 40 that are designated for park and open space use are not available for use as park and open space as identified in the SPA concurrently with surrounding development that creates demand for park and open space use, the project applicant(s), and the owners of land within the SPA shall identify and the City may rezone equivalent acreage of suitable park and open space land within the SPA for development as interim or permanent park and open space to meet the then current demand.	Prior to approval of tentative maps within the Community Park West area.	Project applicant(s) in consultation with the City, Aerojet, and U.S. Environmental Protection Agency for activities that would occur in the Community Park West area.	For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department; U.S. Environmental Protection Agency.	
Mitigation Measure 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster. To reduce the potential for accidental injury or death related to blasting, contractors whose work on the SPA will include blasting shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to project applicant(s) of all project phases in which blasting would be employed. The plan shall include, but is not limited to: ▸ storage locations that meet ATF standards contained in 27 CFR Part 55; ▸ safety requirements for workers (e.g., daily safety meetings, personal protective equipment); ▸ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and ▸ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). Upon completion of a blasting safety plan, the project applicant(s) contractor shall secure any required permits from the City of Folsom Fire Department and the El Dorado County Sheriff's Department for blasting activities in Sacramento County and El Dorado County, respectively. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado County).	At the submission of tentative map applications.	Project applicant(s) and contractor(s) of all project phases in which blasting would be employed.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Fire Department. 2. For the off-site roadway connections in El Dorado County: El Dorado County Sheriff's Department.	
Mitigation Measure P3A.8-6: Prudent Avoidance and Notification of EMF Exposure. Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.	At the submission of tentative map applications.	Project applicant(s) of all project phases for any particular discretionary development entitlement in the vicinity of high-tension transmission lines.	1. City of Folsom Community Development Department. 2. Folsom Cordova Unified School District.	
Mitigation Measure 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:	Before issuance of grading permits for the project water features.	Project applicant(s) of all project phases containing water features.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site detention basin west of Prairie City Road: Sacramento-Yolo Mosquito and Vector	

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Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
► Description of the project. ► Description of detention basins and all water features and facilities that would control on-site water levels. ► Goals of the plan. ► Description of the water management elements and features that would be implemented, including: • BMPs that would implemented on-site; • public education and awareness; • sanitary methods used (e.g., disposal of garbage); • mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and • stormwater management (consistent with Stormwater Management Plan). ► Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following: • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg–laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).			Control District.	
3B.8 HAZARDS AND HAZARDOUS MATERIALS – WATER				
Mitigation Measure 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department. Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways. In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media. The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials.		City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. The City shall prepare a Hazardous Materials Management Plan (HMMP) for the proposed WTP. The HMMP shall provide for safe storage, containment, and disposal of chemicals and hazardous materials related to WTP operations, including waste materials. The plan shall include, but shall not be limited to, the following: ► a description of hazardous materials and hazardous wastes; ► a description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste; ► preparedness, prevention, contingency, and emergency procedures, including emergency contact information; ► A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility; ► Instructions on keeping Materials Safety and Data Sheets (MSDS) on-site for each on-site, hazardous chemical; ► Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank; and ► A description of equipment maintenance procedures. The HMMP shall be made a condition of contractual obligation and shall be available for review by construction inspectors and implementation compliance shall be monitored.	Prior to construction and operation of all Off-site Water Facilities	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.	
Mitigation Measure 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. Prior to construction, the City shall conduct a Phase 1 Environmental Site Assessment according to American Society for Testing and Materials (ASTM) protocol for the selected conveyance pipeline alignment, pump station, well, and WTP site. If any hazardous materials or waste sites are identified during the Phase 1 Environmental Site Assessment, the City shall implement Mitigation Measure 3.8-5b.	Prior to construction of all Off-site Water Facilities	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.	
Mitigation Measure 3B.8-5b: Develop and Implement a Remediation Plan. If determined necessary to mitigate for potential hazards resulting from disturbance of existing contaminated areas, the extent of contamination from hazardous materials sites within or adjacent to the Off-site Water Facilities construction area shall be delineated during final design. Disturbance to contaminated areas during Off-site Water Facilities construction shall be avoided, or any work done within contaminated areas shall be undertaken in compliance with standards approved by the DTSC or Sacramento County Department of Environmental Health to ensure that hazardous materials will not be released as a result of the ground disturbance. Additionally, if unidentified contaminated soil or groundwater are encountered, or if suspected contamination is encountered during any construction activities, work shall be halted in the area of potential exposure, and the type and extent of contamination shall be identified. A qualified professional, in consultation with appropriate regulatory agencies, will then develop and implement a plan to remediate the contamination and properly dispose of the contaminated material.	Prior to construction of all Off-site Water Facilities	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova:	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
			Sacramento County Environmental Management Department. 3. Other regulatory agencies, such as California Department of Toxic Substances Control, or Central Valley Regional Water Quality Control Board, as appropriate.	
Mitigation Measure 3B.8-7a: Keep Construction Area Clear of Combustible Materials. The City shall ensure, through the enforcement of contractual obligations that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. The contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.	Prior to construction and operation of all Off-site Water Facilities	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Fire Department	
Mitigation Measure 3B.8-7b: Provide Accessible Fire Suppression Equipment. Work crews shall be required to carry or have sufficient fire suppression equipment to ensure that any fire resulting from construction activities is immediately extinguished. All off-road equipment using internal combustion engines shall be equipped with spark arrestors.	Prior to construction and operation of all Off-site Water Facilities	City of Folsom Utilities Department	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the off-site water facilities constructed within Sacramento County or the City of Rancho Cordova: Sacramento County Fire Department.	
3A.9 HYDROLOGY AND WATER QUALITY - LAND				
Mitigation Measure 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify: ▸ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes,	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements	Project applicant(s) during all project phases and on-site and off-site elements.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation. 3. For the detention basin west	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
check dams, and silt fences ▸ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▸ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▸ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▸ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▸ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▸ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▸ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▸ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. A copy of the approved SWPPP shall be maintained and available at all times on the construction site. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	and implementation throughout project construction.		of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans. 5. For all construction activities subject to the state's Construction General Permit and violators of local ordinances referred to the state for enforcement: Central Valley Regional Water Quality Control Board.	
Mitigation Measure 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans. Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodfication impacts. The plans shall include, but not be limited to, the following items: ▸ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▸ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▸ a description of the proposed maintenance program for the on-site drainage system; ▸ project-specific standards for installing drainage systems; ▸ City and El Dorado County flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:	Before approval of grading plans and building permits of all project phases.	Project applicant(s) during all on-site project phases and off-site elements.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Public Works Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
• use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); • enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. ► The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department). Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.				
Mitigation Measure 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan. Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below. ► A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ► Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). ► Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ► A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. ► LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: • surface swales; • replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • impervious surfaces disconnection; and • trees planted to intercept stormwater. ► New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	Project applicant(s) during all on-site project phases and off-site elements.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department and Public Works Department. 2. For the two roadway connections in El Dorado Hills: El Dorado County Department of Transportation. 3. For the U.S. 50 interchange improvements: Caltrans.	

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improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.				
Mitigation Measure 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary. Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.	Prior to submittal to the City of tentative maps or improvement plans.	Project applicant(s) of all on-site project phases and off-site elements.	City of Folsom Public Works Department.	
3B.9 HYDROLOGY AND WATER QUALITY – WATER				
Mitigation Measure 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. The City shall prepare a SWPPP specific to the selected Off-site Water Facility Alternative and secure coverage under SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ). The SWPPP shall identify specific actions and BMPs relating to the prevention of stormwater pollution from project-related construction sources by identifying a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall reflect localized surface hydrological conditions and shall be reviewed and approved by the City prior to commencement of work and shall be made conditions of the contract with the contractor selected to build the Off-site Water Facilities. The SWPPP shall incorporate control measures in the following categories: ▸ soil stabilization and erosion control practices (e.g., hydroseeding, erosion control blankets, mulching, etc.); ▸ dewatering and/or flow diversion practices, if required (see Mitigation Measure 3B.9-1b); ▸ sediment control practices (temporary sediment basins, fiber rolls, etc.); ▸ temporary and post-construction on- and off-site runoff controls; ▸ special considerations and BMPs for water crossings, wetlands, drainages, and vernal pools; ▸ monitoring protocols for discharge(s) and receiving waters, with emphasis placed on the following water quality objectives: dissolved oxygen, floating material, oil and grease, pH, and turbidity; ▸ waste management, handling, and disposal control practices; ▸ corrective action and spill contingency measures; ▸ agency and responsible party contact information, and ▸ training procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP. The SWPPP shall be prepared by a qualified SWPPP practitioner with BMPs selected to achieve maximum pollutant removal and represent the best available technology that is economically achievable. Emphasis for BMPs shall be placed on controlling discharges of oxygen-depleting substances, floating material, oil and grease, acidic or caustic substances or compounds, and turbidity. Performance and effectiveness of these BMPs shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) as required to determine adequacy of the measure.	Development of the SWPPP prior to construction of all Off-site Water Facilities and implementation throughout construction.	City of Folsom Utilities Department	1. Central Valley Regional Water Quality Control Board. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWCQB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.	Incorporation measures into SWPPP prior to construction and implementation throughout construction, as appropriate.	City of Folsom Utilities Department	1. Central Valley Regional Water Quality Control Board. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department.	

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			3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. The City shall prepare a Drainage Plan for the selected Off-site Water Facility WTP and shall incorporate measures to maintain off-site runoff during peak conditions to pre-construction discharge levels. The Drainage Plan shall provide both short- and long-term drainage solutions to ensure the proper sequencing of drainage facilities during and following construction. The City shall evaluate options for on-site detention including, but not limited to, providing temporary storage within a portion or portions of proposed paved areas, linear infiltration facilities along the site perimeter, and/or other on-site opportunities for detention, retention, and/or infiltration facilities. Design specifications for the detention, retention, and/or infiltration facilities shall provide sufficient storage capacity to accommodate the 10-year, 24-hour storm event. In addition, the Drainage Plan shall delineate the overland release path for flows generated by a 100-year frequency storm, so that structural pad elevations for buildings, containment facilities, storage tank, and container storage areas are placed a minimum of one foot above the property's highest frontage curb elevation. The Drainage Plan shall also provide sufficient attenuation of flows to ensure no net increase in off-site discharges to waterways that drain across the FSC via one or more drainage chutes (e.g., Buffalo Creek).	Development of the Drainage Plan prior to start of construction.	City of Folsom Utilities Department.	1. Central Valley Regional Water Quality Control Board. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department. 4. For all off-site improvements that would drain across one or more of the FSC drainage chutes: U. S. Bureau of Reclamation.	
Mitigation Measure 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. Energy dissipaters, vegetated rip-rap, soil protection, and/or other appropriate BMPs shall be included within all storm-drain outlets to slow runoff velocities and prevent erosion at discharge locations for the WTP. A long-term maintenance plan shall be implemented for all drainage discharge control devices. The WTP layout shall also include sufficient on-site containment and pollution-control devises for drainage facilities to avoid the off-site release of water quality pollutants, oil and grease.	Incorporation of measures into the Drainage Plan prior to start of construction.	City of Folsom Utilities Department	1. Central Valley Regional Water Quality Control Board. 2. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 3. For improvements within unincorporated Sacramento County or City of Rancho Cordova: Sacramento County Planning and Community Development Department or City of Rancho Cordova Planning Department.	

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3B.10 LAND USE AND AGRICULTURAL RESOURCES – WATER				
Mitigation Measure 3B.10-2: Acquire Development Approvals for Off-site WTPs. The City shall implement one of the two following options to enable development of the White Rock WTP under Off-site Water Facility Alternatives 1, 1A, 3, and 3A: (1) Annexation and Pre-Zoning to Public Use. The City shall file an application with Sacramento LAFCo to amend its sphere of influence to include the White Rock WTP . The application shall include a statement describing that the sphere of influence amendment is necessary to ensure the provision of adequate water supply, distribution, and treatment for planned development with the Folsom SPA. Subject to LAFCo approval of the sphere of influence amendment, the City shall prepare an application to annex and prezone the White Rock WTP site for Public Use. As part of the White Rock WTP site's design, spacing opportunities between the WTP facilities and adjacent land use shall be maximized to encourage open space continuity and disruption to adjacent agricultural areas. Prior the annexation approval, the City shall provide LAFCo with the following: (a) dedications of rights-of-way; (b) improvements for vehicle access; (c) the placement of structures and their associated height; and (d) landscaping/open space for the protection of adjoining and nearby properties. or (2) Obtain County Use Permit or General Plan Amendment. The City shall file an application with Sacramento County for a Use Permit to allow the operation of the proposed WTP within the AG-80 zone. The City shall comply with the conditions of the Use Permit, so that the WTP site is developed consistent with County requirements in terms of the following: (a) dedications of right-of-way; (b) improvements for vehicle access; (c) the placement of structures and their associated height; and (d) landscaping for the protection of adjoining and nearby properties. Alternatively, the City may file an application for a General Plan Amendment and Rezone to designate the White Rock WTP site for Public Use. In addition to complying with the requirements of the Public zone, the City shall develop the site consistent with the County's for the following: (a) dedications of right-of-way; (b) improvements for vehicle access; (c) the placement of structures and their associated height; and (d) landscaping for the protection of adjoining and nearby properties.	Prior to acquisition and development of the Off-site WTP	City of Folsom Utilities Department	1. For annexation and sphere of influence applications: Sacramento County LAFCo. 2. For the entitlement and General Plan applications through Sacramento County: Sacramento County Planning and Community Development Department.	
Mitigation Measure 3B.10-4: Restore Affected Agricultural Lands to Preproject Conditions. The City shall consult with all affected land owners where the selected alignment would cross Important Farmland. As part of the easement acquisition process, the City shall demonstrate a good-faith effort to negotiate with affected landowners an agreed-upon compensation for the loss of any existing pasture and/or row crops currently in production. During these consultations the City shall also, in conjunction with landowners' input, identify areas along the right-of-way that could be left in agricultural production as well as locations for access gates to allow for city staff access. Access gate locations shall be included in the final design plans for the Off-site Water Facilities. Compensation for the loss of crops and associated revenues shall be up to the provisions of law.	Immediately following construction	City of Folsom Utilities Department	Sacramento County Community Development and Planning Department	
3A.11 NOISE - LAND				
Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below: ▸ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▸ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▸ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▸ All motorized construction equipment shall be shut down when not in use to prevent idling. ▸ 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). ▸ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. ▸ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact	Before and during construction activities on the SPA and within El Dorado Hills.	Project applicant(s) and primary contractor(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. ► To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ► When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ► The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.				
Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities. ► To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. ► To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ► All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. ► A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ► Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento	Project applicant(s) and primary contractor(s) of all project phases.	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department. 3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department. 4. For the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways. To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following: ► Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms). ► Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited	During project construction activities at noise-sensitive receptors on the SPA; at the existing noise-sensitive receptors on Empire Ranch Road from Broadstone Parkway to Iron Point Road; and at the existing noise-sensitive receptors on Latrobe Road from White Rock Road to Golden Foothills Parkway	Project applicant(s) of all project phases.	1. For all noise-sensitive receptors that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For all noise-sensitive receptors in El Dorado Hills: El Dorado County Development Services Department. 3. For all noise-sensitive receptors in the vicinity the off-site detention basin west of Prairie City Road:	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
to, the following: • limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries; • constructing exterior sound walls; • constructing barrier walls and/or berms with vegetation; • using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and, • using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).			Sacramento County Planning and Community Development Department. 4. For all noise-sensitive receptors adjacent to the U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources. The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor: ► Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ► External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ► Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ► Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	Project applicant(s) of all project phases.	City of Folsom Community Development Department.	
3B.11 NOISE – WATER				
Mitigation Measure 3B.11-1a: Limit Construction Hours. Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays.	During construction of all Off-site Water Facility components	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	

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Mitigation Measure 3B.11-1b: Minimize Noise from Construction Equipment and Staging. Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.	During construction of all Off-site Water Facility components	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.11-1c: Maximize the Use of Noise Barriers. Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City's approval and shall provide a minimum 10 dBA reduction in construction noise levels.	During construction of all Off-site Water Facility components	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. No amplified sources (e.g., stereo "boom boxes") shall be used in the vicinity of residences during project construction.	During construction of all Off-site Water Facility components	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department.	

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			3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. An on-site complaint and enforcement manager shall track and respond to noise complaints. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.	During construction of all Off-site Water Facility components	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.11-3: Implement Operational Noise Minimization Measures. The following mitigation measures shall be implemented for the design of the WTP and the pump station(s) to ensure that operational noise levels at the property line do not exceed the City/County standards: ▸ Shielding and other specified measures as deemed appropriate and effective by the design engineer shall be incorporated into the design in order to comply with performance standards. ▸ Pumps located underground shall be shielded to not affect nearby sensitive receptors. ▸ Project equipment shall be outfitted and maintained with noise-reduction devices such as equipment closures, fan silencers, mufflers, acoustical louvers, noise barriers, and acoustical panels to minimize operational noise. ▸ Particularly noisy equipment shall be located as far away as feasibly possible from nearby sensitive receptors. ▸ The orientation of acoustical exits shall always be facing away from nearby sensitive receptors. ▸ Buildings and landscaping shall be incorporated, where possible, to absorb or redirect noise away from nearby sensitive receptors.	Approval of engineering plans for the On- or Off-site WTPs and Off-site booster pumping facilities prior to construction	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	

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3B.12 PARKS AND RECREATION - WATER				
Mitigation Measure 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. As part of the Traffic Control Plan identified in Mitigation Measure 3.14-1a, the City shall ensure that trail access is maintained throughout the construction period through the use of detours. Proper signage shall be included in multiple locations, where necessary, to provide advance notice to hikers and equestrian riders of up-comings construction activities.	Prior to and during construction activities	City of Folsom Utilities Department	1. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 2. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
3A.14 PUBLIC SERVICES - LAND				
Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan. The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flagperson to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).	Before the approval of all relevant plans and/or permits and during construction of all project phases.	Project applicant(s) of all project phases.	1. For those roadways that would be annexed into the City of Folsom: City of Folsom Public Works Department. 2. For those roadways that would remain under the control of Sacramento County: Sacramento County Department of Transportation. 3. For the two off-site roadway connections into El Dorado Hills: El Dorado County Department of Transportation. 4. For U.S. 50 interchange improvements: Caltrans.	
Mitigation Measure 3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below. 1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code. 2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits. In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	Project applicant(s) of all project phases.	City of Folsom Fire Department, and City of Folsom Community Development Department, and/or EDHFD for the portion of the SPA within the EDHFD service area.	

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portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA. 3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval. 4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor. The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.				
Mitigation Measure 3A.14-3: Incorporate Fire Flow Requirements into Project Designs. The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	Project applicant(s) of all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department, and/or EDHFD for the 178-acre portion of the SPA within the EDHFD service area.	
3A.15 TRAFFIC AND TRANSPORTATION - LAND				
Project Participation in Funding Transportation Improvements a. Within and adjacent to the project boundaries, the Applicant shall construct all feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts, which may be subject to fee credits and/or reimbursement, coordinated by the City, from other fee-paying development projects if available with respect to roads or other facilities that would also serve those non-project fee-paying development projects Funding of improvements on the perimeter of the project boundaries will be shared with other development/jurisdictions. b. Outside the project boundaries, the Applicant shall be responsible for the project's fair share of feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts within the City of Folsom, in other jurisdictions and on State facilities, based on "cumulative plus project conditions." For purposes of this measure, "cumulative plus project conditions" refers to development authorized under the project as well as development consistent with approved general plans, specific plans, and other entitlements in the City and other jurisdictions. In cases where the project's fair share contribution is identified, the share will be based on the project's relative contribution to traffic growth under "cumulative plus project conditions." The project's contribution toward such improvements may take any, or some combination, of the following forms: 1. Construction of roads, road improvements, or other transportation facilities outside the boundaries of the project, subject in some instances to fee credit against other improvements necessitated by the project or future reimbursement, coordinated by the City, from other fee-paying development projects if available where the roads or improvements at issue would also serve those non-project fee paying development projects; 2. The payment of impact fees to the City of Folsom in amounts that constitute the project's fair share contributions to the construction of transportation facilities to be built or improved within the City, consistent with the City's Capital Improvement Program ("CIP"); 3. The payment of other adopted regional impact fees that would provide improvements to roadways, intersections and/or interchanges that are affected by multiple jurisdictions, except where the project applicant's payments of other fees or construction of improvements within the City of Folsom creates credit against the payment of regional impact fees; 4. The payment of impact fees to the City of Folsom in amounts that constitute the project's fair share contributions to the construction of transportation facilities and/or improvements within affected jurisdictions outside of Folsom, which payments to the City of Folsom and transmittal of fees to other agencies would occur through one or more enforceable agreements provided that for each required improvement, there is a reasonable mitigation plan that ensures that (i) the fees collected from the project will be used for				

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their intended purposes, and (ii) the improvements will actually be built within a reasonable period of time, and 5. The payment of impact fees to the City of Folsom in amounts that constitute the project's fair share contributions to the construction of transportation facilities and/or improvements on federal or state highways or freeways needed in part because of the project, to be made available to the California Department of Transportation ("Caltrans") if and when Caltrans and the City of Folsom enter into an enforceable agreement consistent with state law provided that, for each required improvement, Caltrans has a reasonable mitigation plan that ensures that (i) the fees collected from the project will be used for their intended purposes, and (ii) the improvements will actually be built within a reasonable period of time. c. In pursuing a single agreement or multiple agreements with any jurisdictions outside of the City of Folsom that will be affected by traffic from the project in order to effectuate proposed mitigation measures for improvements outside the City of Folsom, the City will seek to negotiate in good faith with these other jurisdictions to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the project's, commitments for (i) the provision of adequate "fair share" mitigation payments from the project for out-of-jurisdiction traffic impacts and impacts on federal and state freeways and highways, and (ii) reciprocal payments from regional development projects to the City of Folsom to address cumulative "fair share" mitigation payments towards federal and state freeways and highways for transportation-related facilities and/or improvements within the City of Folsom necessitated by the development within the region. It is intended that these agreements shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. Best efforts should be made to secure funding from federal, state and regional sources. These agreements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (ii) additional physical improvements necessitated in whole or in part by newly approved projects, and (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs. d. If transportation improvements required to be constructed as mitigation are constructed prior to project implementation, the project will pay its fair share portion for those improvements. e. In considering individual projects within the project area (e.g., small-lot tentative subdivision maps or similar discretionary non-residential approvals), the City of Folsom shall identify required improvements, and shall base its calculations for such projects' fair share payments, based on the most recent traffic modeling (i.e., modeling that accounts for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements, (ii) additional physical improvements necessitated in whole or in part by newly approved projects, and (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs).				
Mitigation Measure 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department.	City of Folsom Public Works Department	

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Mitigation Measure 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41). To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2). To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans.	Sacramento County Public Works Department and Caltrans	
Mitigation Measure 3A.15-1i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3). Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department.	Sacramento County Public Works Department	
Mitigation Measure 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10). To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Before project build out. Construction of phase two of the Hazel Avenue widening, from	Sacramento County Public Works Department.	Sacramento County Public Works Department	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
	Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
Mitigation Measure 3A.15-1l: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3). To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation.	El Dorado County Department of Transportation	
Mitigation Measure 3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. ▸ Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	Caltrans	Caltrans	
Mitigation Measure 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16). To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	project phase the improvement			
Mitigation Measure 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp". The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	City of Folsom Public Works Department	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	City of Folsom Public Works Department	
Mitigation Measure 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	City of Folsom Public Works Department and Sacramento County Department of Transportation	
Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to	Before project build out. A phasing analysis should be performed prior to approval of the	Sacramento County Department of Transportation and City of Rancho Cordova	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	

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the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	first subdivision map to determine during which project phase the improvement should be built.	Department of Public Works		
Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections.	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development.	City of Folsom and Applicant(s)	City of Folsom Public Works Department.	
The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom, Regional Transit, and Applicant(s)	City of Folsom Public Works Department.	
Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program. The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom and Applicant(s)	City of Folsom Public Works Department.	
Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association. The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	50 Corridor Transportation Management Association and Applicant(s)	City of Folsom Public Works Department.	
Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom and Applicant(s)	City of Folsom Public Works Department	
Mitigation Measure 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6). To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.				

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21). To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.				
Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23). To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be build.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24). To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: ▸ The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. ▸ The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. ▸ The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. ▸ The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33). To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department	
Mitigation Measure 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation.	Sacramento County Department of Transportation.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	determine during which project phase the improvement should be built.			
Mitigation Measure 3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	Sacramento County Department of Transportation.	
Mitigation Measure 3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	Sacramento County Department of Transportation.	
Mitigation Measure 3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13). To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	Sacramento County Department of Transportation.	
Mitigation Measure 3A.15-4m: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	Sacramento County Department of Transportation.	
Mitigation Measure 3A.15-4n: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to	Before project build out. A phasing analysis should be performed prior to approval of the	Sacramento County Department of Transportation.	Sacramento County Department of Transportation.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	first subdivision map to determine during which project phase the improvement should be built.			
Mitigation Measure 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Public Works.	El Dorado County Department of Public Works.	
Mitigation Measure 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left-through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	Sacramento County Department of Transportation.	
Mitigation Measure 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Capitol Southeast Connecter Joint Powers Authority.	Capitol Southeast Connecter Joint Powers Authority.	
Mitigation Measure 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Capitol Southeast Connecter Joint Powers Authority.	Capitol Southeast Connecter Joint Powers Authority.	
Mitigation Measure 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Capitol Southeast Connecter Joint Powers Authority.	Capitol Southeast Connecter Joint Powers Authority.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	improvement should be built.			
Mitigation Measure 3A.15-4t: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	City of Folsom Public Works Department	
Mitigation Measure 3A.15-4u: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department.	
Mitigation Measure 3A.15-4v: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department.	
Mitigation Measure 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department.	
Mitigation Measure 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department.	City of Folsom Public Works Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
Mitigation Measure 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation.	City of Folsom Public Works Department and Sacramento County Department of Transportation.	
3B.15 TRAFFIC AND TRANSPORTATION - WATER				
Mitigation Measure 3B.15-1a: Prepare Traffic Control Plan. Prior to construction, the City shall prepare a Traffic Control Plan for roadways and intersections affected by Off-site Water Facilities-related construction. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans. The Traffic Control Plan to be prepared by the construction contractor(s) shall, at minimum, include the following measures: ▸ Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. ▸ Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. ▸ Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). ▸ The City shall provide a minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. ▸ The City, in cooperation with its contractor(s), shall provide a phone number and community contact for inquiries about the schedule of the Off-site Water Facilities throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis. ▸ To the extent practical depending the alignment of the selected Off-site Water Facility Alternative, the City shall maximize opportunities for coordinated construction and installation of the conveyance pipeline with other planned roadway improvement projects.	Prior to and during construction of all Off-site Water Facilities	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	
Mitigation Measure 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. Prior to construction, the City's construction contractor(s) shall be responsible for assessing current road conditions for Off-site Water Facilities-related haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with the City of Rancho Cordova and Sacramento County shall review the post construction restoration standards for each of the affected roadways. The City shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.	Prior to and during construction of all Off-site Water Facilities	City of Folsom Utilities Department	1. For structural improvements that would be located within the City of Folsom: City of Folsom Neighborhood Services Department and City of Folsom Community Development Department. 2. For structural improvements that would be located within unincorporated Sacramento County: Sacramento County Planning and Community Development Department. 3. For structural improvements that would be located within the City of Rancho Cordova: City of Rancho Cordova Planning Department.	

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Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
3A.16 UTILITIES AND SERVICE SYSTEMS - LAND				
Mitigation Measure 3A.16-1: Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Before approval of final maps and issuance of building permits for any project phases.	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
Mitigation Measure 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
Mitigation Measure 3A.16-4: Submit Proof of Adequate EID Off-Site Wastewater Conveyance Facilities and Implement EID Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall obtain proof from EID that an adequate wastewater conveyance system either has been constructed or is ensured through the use of bonds or other sureties. The project applicants of all project phases shall submit this proof to the City of Folsom. EID off-site wastewater conveyance infrastructure sufficient to provide adequate service to project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, and before issuance of occupancy permits, or their financing shall be ensured to the satisfaction of the City.	Before approval of final maps and issuance of building permits for any project phase	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
Mitigation Measure 3A.16-5: Demonstrate Adequate El Dorado Hills Wastewater Treatment Plant Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the El Dorado Hills WWTP for new wastewater flows generated by project development. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by EID. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate El Dorado Hills WWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases involving the El Dorado Hills WWTP.	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
3B.16 UTILITIES AND SERVICE SYSTEMS - WATER				
Mitigation Measure 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as "pot-holing"). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.	Prior to construction of all Off-site Water Facilities	City of Folsom Utilities Department	City of Folsom Utilities Department	
Mitigation Measure 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. Prior to installation, the City shall consult with SCWA, SRCSD, CSD-1, and PG&E to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.	Prior to construction of all Off-site Water Facilities	City of Folsom Utilities Department	City of Folsom Utilities Department	
3B.17 GROUNDWATER - WATER				
Mitigation Measure 3B.17-1a: Implement Construction Dewatering Best Management Practices. During construction at site locations containing high groundwater, if groundwater from dewatering activities cannot be contained within the construction area (e.g. pipeline corridor, WTP), it shall be pumped to an authorized onsite land area, existing detention facilities, or Baker tanks or equivalent with sufficient capacity to control the volume of groundwater. Tanks shall be equipped with either a gel coagulant, a filter system, or other containment to remove sediment. The Off-site Water Facilities Stormwater Pollution Prevention Plan (SWPPP) shall include BMPs, as appropriate, to retain, treat, and dispose of groundwater from dewatering activities. Measures shall include, but not limited to, the	Prior to and during construction	City of Folsom Utilities Department	1. California Department of Fish and Game or Regional Water Quality Control Board 2. City of Folsom Community Development Department.	

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following: ▸ temporarily retain pumped groundwater, as appropriate, to reduce turbidity and concentrations of suspended sediments before discharge to surface waterways; ▸ convey pumped groundwater to a suitable land disposal area capable of percolating flows; and/or ▸ incorporate other applicable measures from the Caltrans Storm Water Quality Handbook, Section 7: Dewatering Operations (2004).			3. Sacramento County Planning Department or City of Rancho Cordova Planning Department for improvements within their respective jurisdictions.	
Mitigation Measure 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. A groundwater discharge monitoring program shall be implemented to ensure that receiving water quality does not exceed levels that would impact aquatic resources and agricultural use. If monitoring reveals that water quality would impact these beneficial uses, discharges to surface waterways shall be reduced or diluted to acceptable levels, or terminated. If discharges are reduced or terminated, groundwater shall be disposed through land application. Groundwater collected during dewatering shall be tested for contamination prior to disposal and comply with Central Valley RWQCB requirements.	Prior to and during construction	City of Folsom Utilities Department	1. California Department of Fish and Game or Regional Water Quality Control Board 2. City of Folsom Community Development Department. 3. Sacramento County Planning Department or City of Rancho Cordova Planning Department for improvements within their respective jurisdictions.	
3A.18 WATER SUPPLY - LAND				
Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability. a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Before approval of final maps and issuance of building permits for any project phases.	The project applicant(s) of all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
Mitigation Measure 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.	Before approval of final maps and issuance of building permits for any project phases.	The project applicant(s) for any particular discretionary development application.	City of Folsom Community Development Department and City of Folsom Public Works Department.	
Mitigation Measure 3A.18-2b: Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected). If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such	Before approval of final maps and issuance of building permits for any project phases.	The project applicant(s) for any particular discretionary development application.	City of Folsom Community Development Department and City of Folsom Public Works Department.	

Table 1 Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project				
Mitigation Measure	**Timing**	**Implementation**	**Enforcement**	**Dated Signature for Verification of Compliance**
building has been constructed and is in place.				
CUMULATIVE - LAND				
Cumulative Mitigation Measure AIR-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.) Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures: ▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▸ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.	City of Folsom Community Development Department.	

Table 1
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
• Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. • Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s). • To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: • equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms; • use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; • locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and • develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools. To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.				
CUMULATIVE - NOISE				
Cumulative Mitigation Measure NOISE-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.) Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.	The project applicant(s) of the Folsom South of U.S. 50 Specific Plan project.	City of Folsom Community Development Department.	

Table 1
Mitigation Monitoring and Reporting Plan for the Folsom South of U.S. Highway 50 Specific Plan Project

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures: ▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▸ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following: ▸ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s). ▸ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▸ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: • Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks. • Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic. To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.				