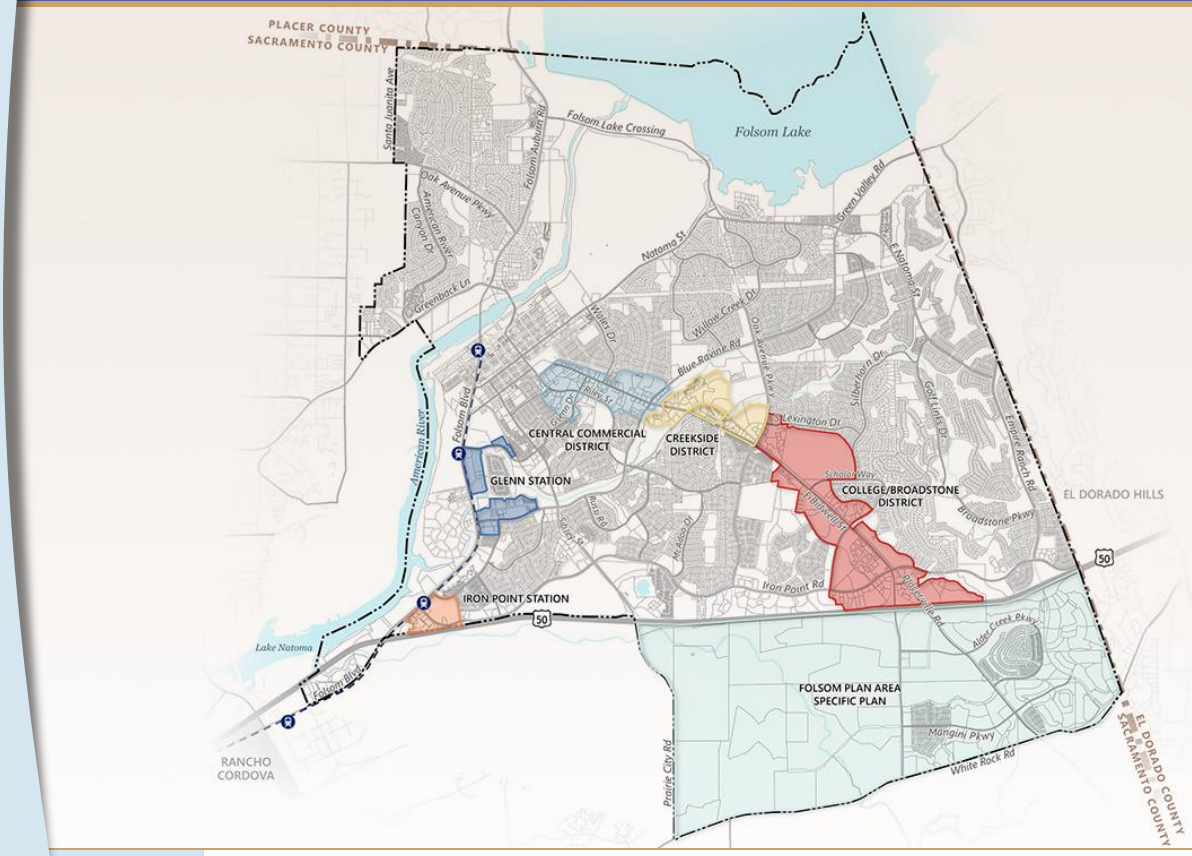
FINAL ENVIRONMENTAL IMPACT REPORT

City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

STATE CLEARINGHOUSE NO. 2023070470



Prepared for:

CITY OF FOLSOM
DISTINCTIVE BY NATURE

City of Folsom

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Certified August 27, 2024

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LIST OF ABBREVIATIONS

CEQA	California Environmental Quality Act
City	City of Folsom
draft SEIR	draft subsequent environmental impact report
FAR	floor area ratio
Final SEIR	final subsequent environmental impact report
FPASP	Folsom Plan Area Specific Plan
General Plan EIR	*Folsom General Plan 2035 Draft and Final Environmental Impact Repor*t
project	2035 General Plan Amendments for Increased Residential Capacity Project
VMT	vehicle miles travelled

1 INTRODUCTION

This final subsequent environmental impact report (Final SEIR) has been prepared by the City of Folsom (City), as lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq) and the State CEQA Guidelines (CCR Section 15132). This Final SEIR contains responses to comments received on the draft subsequent environmental impact report (draft SEIR) for the 2035 General Plan Amendments for Increased Residential Capacity Project (project). The Final SEIR consists of the Draft SEIR and this document (response to comments document), which includes comments on the Draft SEIR, responses to those comments, and revisions to the Draft SEIR. This is a subsequent EIR to the *Folsom General Plan 2035 Draft and Final Environmental Impact Repor*t (General Plan EIR) (State Clearinghouse Number 2017082054).

1.1 PURPOSE AND INTENDED USES OF THIS FINAL SEIR

CEQA requires a lead agency that has prepared a Draft EIR to solicit comments from responsible and trustee agencies that have jurisdiction by law with respect to the project, and to provide the public with an opportunity to comment on the Draft EIR. This Final SEIR is the mechanism for responding to these comments. This Final SEIR has been prepared to respond to comments received on the Draft SEIR, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the Draft SEIR, including project updates, made in response to these comments. The Final SEIR will be used to support the City's decision regarding whether to approve the project.

This Final SEIR will also be used by CEQA responsible agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or that have jurisdiction over portions of the project.

Responsible, trustee, and interested agencies may include:

- CDFW,
- California Department of Transportation,
- Sacramento Area Sewer District,
- Sacramento Metropolitan Air Quality Management District, and
- Sacramento Municipal Utility District.

1.2 PROJECT LOCATION

The project planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point Transit Priority Areas, and the Folsom Plan Area. The East Bidwell Mixed-use Corridor extends from Highway 50 to Coloma Street. The corridor includes a mixed-use overlay zone that is comprised of the Central Commercial District, Creekside District, and College/Broadstone District. The two transit priority areas (Iron Point Station area and Glenn Station area) are located along Folsom Boulevard and provide a connection to Sacramento Regional Transit Light Rail. The Folsom Plan Area is the City's newest community and is located on approximately 3,500 acres south of Highway 50, east of Prairie City Road, North of White Rock Road, and west of the El Dorado County Line in the City of Folsom.

The Folsom Plan Area Specific Plan (FPASP) was approved by the City Council in 2011 along with a joint EIR/ environmental impact statement (EIS) that was certified for City adoption of the FPASP (State Clearinghouse No. 2008092051). The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that will include a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

1.3 PROJECT OBJECTIVES

The primary objectives of the project are to:

- Ensure a buffer to maintain low- and moderate-income housing sites sufficient to meet the City's Regional Housing Needs Allocation (RHNA) requirements;
- Implement 2021-2029 Housing Element Program H-2 to facilitate development and increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay, Sacramento Area Council of Governments Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center;
- Establish a new Transit Oriented Development overlay designation; and
- Provide zoning and land use designations and objective development standards for low- and moderate-income housing sites.

1.4 PROJECT DESCRIPTION

To implement Program H-2 of the 2012-2029 Housing Element and increase opportunities for mixed-use and multi-family high density development to support low and moderate-income housing capacity in the City, the project includes amendments to the City's General Plan. Amendments would include increasing the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay zone, and establishing a new Transit-Oriented Development Overlay for the areas surrounding Iron Point and Glenn Stations. Factoring in existing development capacity, the net new capacity in these areas of the City would be approximately 4,164 housing units over the current General Plan.

The project would also result in the potential for an additional 1,882 residential units beyond what is currently allowed in the FPSAP. To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the FPASP. General Plan land use amendments and associated FPASP amendments would include:

- Amend the land use and specific plan designations for Site 2 (10.52 acres) ("Site" refers to a proposed property for rezone) from industrial/office park to multi-family high density to allow for development of up to 400 multi-family housing units.
- Amend the land use and specific plan designations of Site 15 (13.22 acres) from community commercial to multi-family high density to allow for up to 320 multi-family housing units.
- Amend the land use and specific plan designations for Site 233 (11.54 acres) from general commercial to mixed-use to allow for development of up to 250 multi-family housing units.
- Amend the land use and specific plan designations for Site 76 (13.22 acres) from multi-family low density to multi-family medium density to allow for up to 230 multi-family housing units.
- Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
- Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0.
- Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to 6 stories (70 feet) for architectural features such as corner elements.
- Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
- Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a target of 890 deed-restricted affordable housing units to help meet the City's lower income RHNA.

In addition, the project would amend the General Plan Mobility Chapter to include "roundabout prioritization" polices. These policies would require that consideration of future traffic controls should first determine whether roundabout traffic control is feasible, beneficial, and cost effective before considering alternative traffic controls, such as signalization or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing traffic control to become a roundabout. Finally, the project also proposes several new General Plan Implementation Measures related to noise, mobility, and tribal cultural resources, among others.

1.5 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

There were no new significant and unavoidable issue areas identified in the Draft SEIR and the project would not result in a substantially more severe impact for any significant and unavoidable impacts identified in the General Plan EIR.

1.6 CEQA PUBLIC REVIEW PROCESS

On April 22, 2024, the City released the Draft SEIR for a 45-day public review and comment period. The Draft SEIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City's website (https://www.folsom.ca.us/government/community-development/housing-services/targeted-multi-family-and-mixed-use-housing-study); and was made available at the City's offices at 50 Natoma Street and the Folsom Public Library at 411 Stafford Street. A notice of availability of the Draft SEIR was published in the local newspaper and distributed by the City to a project-specific mailing list. Information regarding the Draft SEIR was provided to the public through various social media posts.

As a result of these notification efforts, written comments were received from three organizations and three individuals on the content of the Draft SEIR. Chapter -2, "Responses to Comments," identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

1.7 ORGANIZATION OF THE FINAL SEIR

This Final SEIR is organized as follows:

Chapter 1, "Introduction," describes the purpose of the Final SEIR, summarizes the project and the major conclusions of the Draft SEIR, provides an overview of the CEQA public review process, and describes the content of the Final SEIR.

Chapter 2, "Responses to Comments," contains a list of all parties who submitted comments on the Draft SEIR during the public review period, copies of the comment letters received, and responses to the comments.

Chapter 3, "Revisions to the Draft EIR," presents revisions to the Draft SEIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by <u>underline</u> where text is added.

Chapter 4, "References," identifies the documents used as sources for the analysis.

Chapter 5, "List of Preparers," identifies the lead agency contacts as well as the preparers of this Final SEIR.

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2 RESPONSES TO COMMENTS

This chapter contains comment letters received during the public review period for the Draft SEIR (Appendix A), which concluded on June 6, 2024. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft SEIR.

2.1 LIST OF COMMENTERS ON THE DRAFT SEIR

Table 2-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

Table 2-1 List of Commenters

Letter No.	Commenter	Date
AGENCIES		
A1	California Highway Patrol B.J. Maynard, Lieutenant	May 24, 2024
A2	California Department of Transportation Gary Arnold, Branch Chief	May 28, 2024
A3	Sacramento Area Sewer District Robb Armstrong, SacSewer Development Services	June 4, 2024
INDIVIDUALS		
I1	Finley	May 15, 2024
I2	Loretta Hettinger	May 15, 2024
I3	Crystal Gorton	May 15, 2024

2.2 COMMENTS AND RESPONSES

The written individual comments received on the Draft SEIR and the responses to those comments are provided below. The comment letters are reproduced in their entirety and are followed by the response(s). Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

2.2.1 Agencies

Letter A1 California Highway Patrol

B.J. Maynard, Lieutenant
May 24, 2024

Comment A1-1
The commenter states that the project would put a strain on existing public safety resources along U.S. Highway 50 and surrounding roadways in Sacramento County, including traffic safety and extended response times as Folsom is experiencing significant growth.

Response A-1
As discussed in the Draft SEIR Section 3.9, "Public Services and Recreation" the project would result in a 14 percent increase in population as compared to what is currently assumed in the Folsom General Plan and would thus require increased police services, including California Highway Patrol, to maintain service times and safety. New residents in Folsom would be required to pay local property and sales taxes. Money from these taxes would be provided to California Highway Patrol from the State for funding additional public safety services, as needed. Traffic safety was analyzed in Impact 3.11-3 of the Draft SEIR. As stated on page 3.10-19 of the Draft SEIR future development under the project, "would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout prioritization policy that would provide opportunities for improved safety." No changes to the SEIR are required in response to this comment and no further response is required.

Letter A2 California Department of Transportation

Gary Arnold, Branch Chief
May 28, 2024

Comment A2-1
The commenter provides introductory remarks and a summary of the project description.

Response A2-1
The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

Comment A2-2
The commenter states that individual developments under the project would be required to prepare VMT impact studies that include multimodal analysis. The commenter states that queuing analysis should be completed to determine cumulative impacts and spillback onto US Highway 50. The commenter continues that retail as part of larger development would not be exempt from VMT as it would not be local serving.

Response A2-2
A queuing evaluation was completed as part of the Traffic Analysis for the project prepared by Kimley Horn in April 2024 for use by the City. The queuing analysis determined that 18 intersections are expected to have at least one left-turn movement that exceed available storage without and with the project, including the Prairie City Road intersection with US Highway 50 eastbound ramps. The City acknowledges that fair share contributions may be required to offset traffic impacts associated with the project.

The comment provides general statements regarding potential vehicle miles travelled (VMT) requirements for future development but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. Future projects may be subject to future transportation studies as individual development is proposed. No further response is required.

Comment A2-3
The commenter states that complete streets should be developed in the Folsom Plan Area and that routes to local schools be visible and contiguous. The commenters requests clarification on if pedestrian facilities in the transit oriented development area are in good condition and if expansions to bicycle and pedestrian facilities will connect to existing trails.

Response A2-3
As discussed in the Draft SEIR Impact 3.10-1, future development as part of the project would be subject to General Plan goals and policies that promote complete streets and alternative transportation. As included on pages 3.10-3 and 3.10-4 of the Draft SEIR policies included in the General Plan would promote complete streets throughout the City including to the Folsom Plan Area (Policy M 1.1.1), ensure that streets are safe and accessible to people with limited mobility (Policy M 1.1.3), promote intermodal connections including bicycle and pedestrian connections to transit stops (Policy M 1.1.6), require developers to provide a system of sidewalks, trails, and bikeways that link all land uses and provide accessibility to parks, schools, and trail facilities (Policy M 2.1.3), and encourage construction of facilities that ensure children can walk or bike safely to school (Policy 2.1.16). As part of the FPASP, the Folsom Plan Area has been planned for a transportation system that includes complete streets, bike and pedestrian facilities, and transit. For example, there are Class I shared used path and Class II bikeways planned throughout the Folsom Plan Area many of which have already been constructed. A Transit Master Plan was prepared for the Folsom Plan Area in April 2010. The Transit Master Plan identifies a bus route along Alder Creek Parkway that would link the residential areas with the major commercial areas in the Folsom Plan Area and the Hazel Avenue light rail station. It is anticipated that the transit system in the Folsom Plan Area would be developed in phases as development occurs. As concluded on page 3.10-17 of the Draft SEIR the project would not conflict with adopted plans and policies for transit, bicycle, and pedestrian facilities. No further response is required.

Comment A2-4
The commenter states that future development as part of the project that would require direct connection with a state route would require coordination with California Department of Transportation (Caltrans) District 3 regarding plan sets and right-of-way.

Response A2-4
Regulatory requirements related to Caltrans are provided under Subsection 3.10.1 of Section 3.10, "Transportation," of the Draft SEIR. There is only one remaining planned connection to Highway 50 that would be impacted by the project, the Empire Ranch Interchange. The City is currently coordinating with Caltrans as part of the interchange project and will continue to coordinate with Caltrans and acquire any necessary permits or coverage administered by Caltrans District 3.

The comment provides general statements regarding potential requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

Comment A2-5
The commenter states that future development as part of the project may require an encroachment permit and coordination with Caltrans District 3.

Response A2-5
Please see response A2-4. The comment provides general statements regarding potential requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

Letter A3 Sacramento Area Sewer District

Rob Armstrong, Sac Sewer Development Services
June 4, 2024

Comment A3-1
The commenter provides introductory remarks and a summary of the project need and description, noting that Sacramento Regional County Sanitation District and the Sacramento Area Sewer District merged into the Sacramento Area Sewer District or SacSewer.

Response A3-1
The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

Comment A3-2
The commenter states that the City is responsible for providing local sewer service for the project and SacSewer is responsible for conveying sewage from the City's collection system to the recovery facility for treatment and disposal.

Response A3-2
The existing SacSewer conveyance system and facilities are described on pages 3.11-13 and 3.11-16 of the Draft SEIR in Section 3.11, "Utilities and Service Systems." The City will coordinate with SacSewer for conveying sewage from the City's collection system to the treatment facility. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

Comment A3-3
The commenter states that the City will provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day and after minimum flows are reached SacSewer will construct the necessary infrastructure to convey sewer flows.

Response A3-3
In response to this comment page 3.11-13 the Draft SEIR has been revised as follows:

> The FPASP proposes a wastewater system similar to that north of Highway 50, with collectors and mains conveying wastewater to the SacSewer's system for treatment. The City would provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day (average dry weather), after which SacSewer will construct the necessary infrastructure to convey sewer flows. A pumping station would be constructed in the northwest section of the Folsom Plan Area to serve the area.
>
> The City will coordinate with SacSewer as development occurs in the Folsom Plan Area. These edits are minor and do not constitute "significant new information" that would require recirculation of the Draft EIR under State CEQA Guidelines Section 15088.5.

Comment A3-4
The commenter states that SacSewer adopted the Interceptor Sequencing Study in 2013 and that project identified within SacSewer planning documents directly result in growth projections considered by the City. The commenter continues that the City shall notify SacSewer before creating or making changes to City planning documents that affect build-out capacity and should provide design flow information for projects for SacSewer to assess.

Response A3-4
The City will notify SacSewer prior to making significant changes to buildout that would impact the sewer system and will provide the necessary information to SacSewer to determine system impacts. Impact 3.11-2 of the Draft SEIR includes the technical analysis completed for the project that provides information on the impact to wastewater conveyance that would occur under the project. The comment provides general statements regarding future

requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

Comment A3-5

The commenter states the project would result in an additional 1,031 housing units in the College/Broadstone District that would be served by the Iron Point Pump Station and Folsom East interceptor. The commenter continues that SacSewer flow meter data downstream of the Iron Point Pump Station shows peak wet weather flow is higher than the design contemplated. The commenter states that the Iron Point Pump Station is at or near capacity and that future development as part of the project may require improvements to the system. The commenter provides hydrographs of flows from the system as an attachment.

Response A3-5

The City will coordinate with SacSewer to evaluate inflow and infiltration within the N40 shed. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

Comment A3-6

The commenter states that future SacSewer customers are responsible for rates and fees outlined in the latest SacSewer ordinance and fees recover the capital investment of sewer conveyance and treatment facilities to serve new customers. The commenter continues that sewer services are only guaranteed following proper permits and payment of fees.

Response A3-6

Future development as part of the project would be responsible for paying the necessary fees as outlined in the SacSewer ordinance. These fees would assist in funding improvements to the sewer system in the City, as included in Section 3.11 of the Draft SEIR. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

2.2.2 Individuals

Letter I1 Finley

May 15, 2024

Comment I1-1

The commenter states that they oppose the project and that there are not sufficient parks, police, school, and other public services to serve the project.

Response I1-1

Section 3.9, "Public Services and Recreation" of the Draft SEIR includes an analysis of impacts to park, police, and school facilities with the project. General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for governmental facilities, including police and fire protection. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of police and fire facilities were determined to be less than significant in the General Plan EIR. As discussed on page 3.9-10 of the Draft SEIR new development associated with the buildout of the project would be required to pay development fees into the City's General Fund to assist in funding public services, including fire and police protection. Additionally, the FPASP proposes to construct three fire stations and one police service center based on the increased demand for fire and law enforcement protection services to accommodate the influx of new residents and to maintain an adequate level of service. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to police and fire services.

General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for school facilities. The increased demand was determined to result in the need for new and expanded schools to serve the anticipated population increase. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new school facilities were determined to be less than significant in the General Plan EIR. As stated on page 3.9-12 of the Draft SEIR the anticipated increase in student enrollment from the project would require new public school facilities. New school facilities or expansion needed to serve the project would be funded through development under the project. Future applicants would be required to pay all applicable State-mandated school impact fees to the school district at the time of development. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to schools.

General Plan EIR Impact PSR-2 concluded that increased development from buildout of the General Plan would result in increased demand for recreational facilities. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new park and recreation facilities were determined to be less than significant in the General Plan EIR. As included on page 3.9-13 of the Draft SEIR, there would be sufficient parkland to support project buildout. Additionally, as part of the project, future tentative subdivision and tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to Folsom Municipal Code Chapter 16.32 and Chapter 4.10. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to parks and recreation. No changes to the SEIR are required in response to this comment and no further response is required.

Letter I2 Loretta Hettinger

May 15, 2024

Comment I2-1

The commenter states that they are in support of mixed-use housing closer to jobs to improve traffic and air quality. The commenter continues that housing as part of the project should be restricted for affordability in the undeveloped portions of the Folsom Plan Area.

Response I1-1

The project would deed restrict some sites in the Folsom Plan Area for affordable housing. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

Letter I3 Crystal Gorton

May 15, 2024

Comment I3-1

The commenter states that they do not want to see affordable housing in the City or north of Highway 50.

Response I3-1

The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

3 REVISIONS TO THE DRAFT SEIR

This chapter presents specific text changes made to the Draft SEIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft SEIR and are identified by the Draft SEIR page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in underline.

The information contained within this chapter clarifies and expands on information in the Draft SEIR and does not constitute "significant new information" requiring recirculation. (See Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.)

3.1 REVISIONS TO EXECUTIVE SUMMARY

To provide correction to the mitigation measure text, page ES-5 of the Draft SEIR is revised as follows:

> Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. The project applicant(s) for ~~all project phases shall~~ any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the ~~FPASPA~~ 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.

To provide correction to the mitigation measure text, page ES-6 of the Draft SEIR is revised as follows:

> Mitigation Measure 3A.1-4: Screen Construction Staging Areas. The project applicant(s) for ~~all project phases~~ any particular discretionary development ~~applicant~~ application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans and building permits for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase 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.

To provide correction to the mitigation measure text, page ES-8 of the Draft SEIR is revised as follows:

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

To provide correction to the mitigation measure text, pages ES-9 and ES-10 of the Draft SEIR is revised as follows:

> *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% ~~percent~~ NOX reduction and 45% ~~percent~~ particulate reduction compared to the most current California Air Resources Board (~~C~~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% ~~percent~~ 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 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.

To provide correction to the mitigation measure text, pages ES-12 and ES-13 of the Draft SEIR is revised as follows:

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

To provide correction to the mitigation measure text, page ES-13 of the Draft SEIR is revised as follows:

Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements. Implement SMAQMD Enhances Exhaust Control Practices ~~to control air pollutant emissions~~, which are listed in Mitigation Measure 3A.2-1a, in order to control NOX emissions generated by construction of off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).

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:

To provide correction to the mitigation measure text, page ES-15 of the Draft SEIR is revised as follows:

- 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).

To provide correction to the mitigation measure text, pages ES-15 and ES-16 of the Draft SEIR is revised as follows:

- 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).

To provide correction to the mitigation measure text, page ES-26 of the Draft SEIR is revised as follows:

- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as ~~possible~~ feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

To provide correction to the mitigation measure text, page ES-31 of the Draft SEIR is revised as follows:

Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed

Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), ~~at the Central Commercial District in the East Bidwell Mixed-Use Overlay Zone and Iron Point District Transit-Oriented Development overlay~~ the project shall be responsible for provid~~e~~ing fees to analyze and ~~or~~ construct localized wastewater improvements ~~as conditions of approval~~ to

address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval ~~prior to occupation of residential units~~. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed

To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

The Wastewater Conveyance Master Plan shall identify ~~that identifies~~ the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:

- construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,
- construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,
- upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and
- identification of addition localized sewer improvements.

Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed ~~projects that would add wastewater to the 27-inch Shed~~.

Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.

3.2 REVISIONS TO THE PROJECT DESCRIPTION

To provide clarification regarding the City's treatment of tribal cultural resources, Section 2.4.3 on page 2-9 of the Draft SEIR is revised as follows:

The project would also amend the General Plan Implementation Chapter to include two new implementation programs related to General Plan Policy NCR 5.1.4 and tribal cultural resources. The proposed tribal cultural resources implementation programs would be as follows:

NCR 9: Management of Tribal Cultural Resources

Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR.

NCR 10: Confidentiality of Tribal Cultural Resources

Tribal cultural resources, as defined in Section 21074 of the Public Resources Code, shall be kept confidential and may not be disclosed by the City in public documents, meetings, or by other means.

To provide minor updates to the Folsom General Plan, consistent with existing conditions, Section 2.4.3 on page 2-9 of the Draft SEIR is revised as follows:

In addition to the inclusion of roundabout policies the General Plan Mobility Chapter would include the following updates to the transit discussion and Measures 3.1.2 and 3.1.7. Revisions are shown in double strikeout and underline.

A robust transit network provides a host of community benefits. Each automobile trip replaced by a transit trip reduces wear and tear on the roads, reduces greenhouse gas emissions, and improves Folsom's air quality. Folsom needs its transit network to be a healthy, sustainable community. Folsom is currently served by ~~two transit systems.~~ Sacramento Regional Transit District (SacRT). ~~Provides~~ SacRT provides Gold Line light rail service, with three stations within Folsom's city limits. The Gold Line connects Folsom with downtown Sacramento. SacRT also operates Folsom Stage Line is the City of Folsom's transit service. It operates bus routes that provide intra city transportation for Folsom residents. Policies in this section ensure that Folsom residents are well-served by public and private transportation options. This section also encourages planning efforts directed at maintaining current service levels while planning for future service growth.

M 3.1.2 – Transit for ~~Elderly~~ Seniors and Persons with Disabilities

~~Continue to provide accessible, on-demand~~ Provide ADA-paratransit and/or on-demand transportation for ~~the elderly~~ seniors and persons with disabilities.

M 3.1.7 – Transit to Key Locations

Provide ~~Folsom Stage Line~~ SacRT transit stops and associated amenities at key destinations in Folsom.

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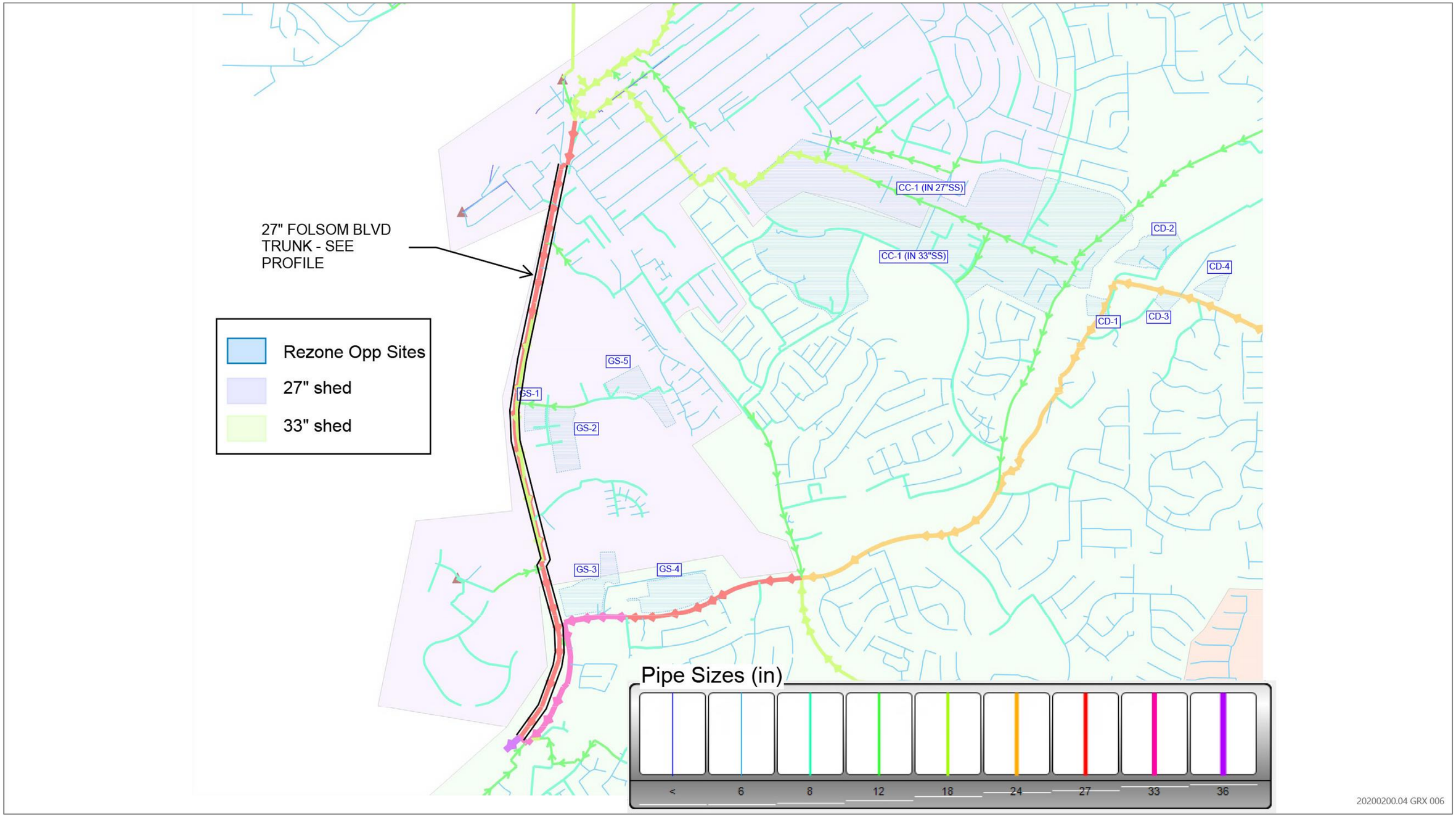
To provide minor consistency updates Figure 2-3 on page 2-11 of the Draft SEIR is revised as follows:



Source: data downloaded from City of Folsom in 2020 and Sacramento County in 2018.

Figure 2-3 Proposed Rezone Sites in the Folsom Plan Area Specific Plan

3.3 REVISIONS TO SECTION 3.1 AESTHETICS

To provide correction to the FPASP mitigation measures, Mitigation Measures 3A.1-1 and 3A.1-4 on page 3.1-9 of the Draft SEIR are revised as follows:

> 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 ~~FPASP~~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.
>
> Mitigation Measure 3A.1-4: Screen Construction Staging Areas. The project applicant(s) for any particular discretionary development ~~applicant~~application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans ~~and building permits~~ for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be 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.

To provide correction, the text of Mitigation Measure 3A.1-5 on page 3.1-12 of the Draft SEIR are revised as follows:

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

3.4 REVISIONS TO SECTION 3.2 AIR QUALITY

To provide correction to the FPASP mitigation measure, the text of Mitigation Measure 3A.2-1a on page 3.2-14 and 3.2-15 of the Draft SEIR are revised as follows:

> *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% ~~percent~~ NOX reduction and 45% ~~percent~~ particulate reduction compared to the most current California Air Resources Board (~~C~~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% ~~percent~~ 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 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.

To reflect revision regarding minor typo for citation, page 3.2-23 of the Draft SEIR is revised as follows:

SMAQMD no longer has a recommended screening criteria for assessing the potential of a CO hotspot; however, other air districts, such as the Bay Area Air Quality Management District (BAAQMD), have numerical screening criteria available. Based on BAAQMD's guidance, which can be applied to projects within SMAQMD's jurisdiction for determining localized CO hotspot impacts, projects meeting the following criteria would not result in a CO hotspot (BAAQMD ~~2023~~2022):

To provide correction to the FPASP mitigation measure, Mitigation Measure 3A.2-4a on page 3.2-25 of the Draft SEIR are revised as follows:

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

To provide correction to the FPASP mitigation measure, Mitigation Measure 3A.2-1f on page 3.2-27 of the Draft SEIR are revised as follows:

Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements. Implement SMAQMD Enhances Exhaust Control Practices ~~to control air pollutant emissions~~, which are listed in Mitigation Measure 3A.2-1a, in order to control NOX emissions generated by construction of off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).

3.5 REVISIONS TO SECTION 3.3 CULTURAL AND TRIBAL CULTURAL RESOURCES

To provide clarification to the Thresholds of Significance page 3.3-16 of the Draft SEIR is revised as follows:

- disturb any human remains, including those interred outside of dedicated ~~formal~~ cemeteries

To provide correction to the FPASP mitigation measure, the text of Mitigation Measure 3A.5-1b on page 3.3-18 of the Draft SEIR are revised as follows:

> 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:
>
> - 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).

To provide correction to the FPASP mitigation measure, the following text has been added to Mitigation Measure 3A.5-2 on page 3.3-21 of the Draft SEIR:

> 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).

To provide clarification, Impact 3.3-3 on pages 3.3-22 and 3.3-23 of the Draft SEIR is revised as follows:

> Pursuant to AB 52, the City sent letters inviting tribal consultation related to the project to four tribal representatives. As described above, UAIC responded to the consultation invitation from the City. Multiple locations within the project planning area were previously identified to have tribal cultural resources or as highly sensitive for tribal cultural resources as part of the original Folsom Plan Area Specific Plan EIR/EIS. However, approval of this project would not result in immediate impacts to trial cultural resources because the project: 1) does not include ground-disturbing activities; 2) does not specifically authorize construction on any parcel; 3) does not change the footprint of parcels to be developed; 4) does not designate new open space areas; 5) does not change areas previously approved as open space into development areas; and 6) does not approve or deny specific development projects on the subject parcels where tribal cultural resources were identified.
>
> It is possible that additional tribal cultural resources could be identified during analysis of subsequent projects. Implementation of projects contemplated in the proposed plan may require subsequent discretionary approvals and site-specific project-level analyses to fulfill CEQA requirements, which may include additional AB 52 consultation and identification of tribal cultural resources. Future development would be subject to state regulations as well as City requirements and policies to minimize impacts to tribal cultural resources. Table 3.3-3 includes existing state, and City regulations, in addition to policies from the 2035 General Plan and mitigation measures for development of the Folsom Plan Area that would protect tribal cultural resources. The table includes how each cited regulation would protect sensitive resources. In addition to the existing resources included in Table 3.3-3 the project would include two new Implementation Programs. The first is NCR 9: Management of Tribal Cultural Resources as part of General Plan Policy NCR 5.1.4. Implementation Program

NCR 9 is intended to provide targeted guidance for protecting and managing TCRs. The implementation program requires suspending work within 100 feet of a potential TCR find and notifying the appropriate oversight agency as well as tribal representative to assess the find. If the resources is determined to be a TCR the City would consult with the THPO or designee to determine appropriate treatment before resuming construction. The second is NCR 10: Confidentiality of Tribal Cultural Resources is intended to ensure that location of tribal cultural resources are protected.

Significance after Mitigation

No mitigation is required beyond implementation of General Plan Policy NCR 5.1.4, new Implementation Programs NCR 9 and NCR 10, and FPASP EIR/EIS Mitigation Measures 3A.5-1b, 3A.5-2, and 3A.5-3. Impacts would remain **significant and unavoidable**, similar to the findings of the General Plan EIR. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR or the FPASP EIR/EIS.

3.6 REVISIONS TO SECTION 3.4 ENERGY

To reflect revision regarding minor typo for citation, page 3.4-3 of the Draft SEIR is revised as follows:

> Energy topics covered in the report include progress toward statewide renewable energy targets and issues facing future renewable development; efforts to increase energy efficiency in existing and new buildings; progress by utilities in achieving energy efficiency targets and potential; improving coordination among the state's energy agencies; streamlining power plant licensing processes; results of preliminary forecasts of electricity, natural gas, and transportation fuel supply and demand; future energy infrastructure needs; the need for research and development efforts to statewide energy policies; and issues facing California's nuclear power plants (CEC ~~2022~~2023).

To reflect revision regarding minor typo for citation, page 3.4-4 of the Draft SEIR is revised as follows:

> CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 million metric tons of carbon dioxide-equivalent over the next 30 years (CEC ~~2021~~2022).

3.7 REVISIONS TO SECTION 3.7 NOISE AND VIBRATION

To provide minor text edits the second bullet of Mitigation Measure 3.7-2 on page 3.7-19 of the Draft SEIR is revised as follows:

- Require project applicants with projects that involve~~ing~~ pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan.

To provide correction to the FPASP mitigation measure, the text of Mitigation Measure 3A.11-5 on page 3.7-24 of the Draft SEIR are revised as follows:

- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as ~~possible~~ feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

3.8 REVISIONS TO SECTION 3.9 PUBLIC SERVICES AND RECREATION

To reflect revisions regarding minor typos for citations, pages 3.9-2 and 3.9-11 of the Draft SEIR is revised as follows:

> The Folsom Cordova Unified School District (FCUSD) has established school mitigation fees for residential development in Rancho Cordova and Folsom at $7.38 and $8.89 per square foot, respectively, and $0.78 per square foot for commercial/industrial development (City of Folsom~~FCUSD~~ 2023).
>
> These facilities would be constructed throughout the Folsom Plan Area and would be available to serve the increased need for public services under the project (City of Folsom ~~2011~~2022).

3.9 REVISIONS TO SECTION 3.10 TRANSPORTATION

To provide clarification on the "roundabout prioritization" policy, page 3.10-19 of the Draft SEIR is revised as follows:

> No significant design hazard impacts were identified in the General Plan EIR. Future development under the project would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout prioritization ~~first~~ policy that would provide opportunities for improved safety. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a **less-than-significant** impact related to transportation hazards.
>
> The project would include the addition of a roundabout prioritization ~~first~~ policy in the *City of Folsom General Plan*. Implementation of the roundabout prioritization ~~first~~ policy would involve the process of considering a roundabout for an intersection before any form of traffic control at an intersection and the potential construction of roundabout at an intersection.

3.10 REVISIONS TO SECTION 3.11 UTILITIES AND SERVICE SYSTEMS

To provide clarification, page 3.11-13 of the Draft SEIR is revised as follows:

> The FPASP proposes a wastewater system similar to that north of Highway 50, with collectors and mains conveying wastewater to the SacSewer's system for treatment. The City would provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day (average dry weather), after which SacSewer will construct the necessary infrastructure to convey sewer flows. A pumping station would be constructed in the northwest section of the Folsom Plan Area to serve the area.

To provide clarification, page 3.11-21 of the Draft SEIR is revised as follows:

> The western project planning area north of Highway 50 is located within the 27-Inch Sewer Shed. A 27-inch sewer line along Folsom Boulevard represents the major trunk in the 27-Inch Shed. The 27-inch sewer line in this sewer shed would be at capacity with buildout of the City's General Plan ~~is currently at capacity~~ as shown in Figure 3.11-5 (Water Works 2024). Potential development resulting from the project in this sewer shed would require construction or expansion of wastewater conveyance facilities.

To provide clarification Mitigation Measures 3.11-2a and 3.11-2b on page 3.11-24 of the Draft SEIR have been revised as follows:

> Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed
>
> Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), ~~at the Central Commercial District in the East Bidwell Mixed-Use Overlay Zone and Iron Point District Transit-Oriented Development overlay~~ the project shall be responsible for provid~~e~~ing fees to analyze and ~~or~~ construct localized wastewater improvements ~~as conditions of approval~~ to

address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval ~~prior to occupation of residential units~~. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed

To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

The Wastewater Conveyance Master Plan shall identify ~~that identifies~~ the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:

- construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,
- construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,
- upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and
- identification of addition localized sewer improvements.

Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed ~~projects that would add wastewater to the 27-inch Shed~~.

Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.

3.11 REVISIONS TO THE CHAPTER 8, REFERENCES

To reflect revisions regarding minor typos for references pages 8-1, 8-2, 8-3, 8-6, 8-7, and 8-8 of the Draft SEIR is revised as follows:

City of Folsom. ———.2015 (April). *Folsom Plan Area Specific Plan Community Design Guidelines*.

Bay Area Air Quality Management District. 2022 (April) ~~2023~~. California Environmental Quality Act Air Quality Guidelines. Available: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed September 2023.

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MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the SEIR identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed project that includes amendments to General Plan, the Folsom Plan Area Specific Plan, and zoning code.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the project. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the impact, mitigation measures, monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the SEIR. Mitigation measures that are referenced more than once in the Draft SEIR are not duplicated in the MMRP table.

ROLES AND RESPONSIBILITIES

The City will oversee monitoring and documenting the implementation of mitigation measures, as applicable. Project applicants and construction contractors are responsible for fully understanding and effectively implementing all of the mitigation measures contained within this MMRP. Certain mitigation measures also will require that project applicants coordinate or consult with one or more other public agencies in implementing mitigation measures specified herein.

CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP is required to be reported in writing. Modifications to the mitigation measure may be made by the responsible agency, subject to one of the following findings, and documented by evidence included in the public record:

- The mitigation measure included in the SEIR and the MMRP is no longer required because the significant environmental impact identified in the SEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the SEIR and the MMRP; and
- The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the SEIR and the proposed project; and
- The modified or substitute mitigation measure is feasible, and the responsible agency, through measures included in the MMRP or other procedures, can ensure implementation.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- Timing – This column identifies the time frame in which the mitigation will be implemented.
- Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
Aesthetics			
***FPASP 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.	Project applicant(s) for any particular discretionary development application adjacent to U.S. 50.	Plans and specifications: before approval of grading plans and building permits. Construction: before the approval of occupancy permits associated with residential and commercial units. Maintenance: in perpetuity.	
***FPASP 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.	Project applicant(s) for any particular discretionary development application.	Before approval of grading plans and during construction for all project phases.	
***FPASP 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	Project applicant(s) for any particular discretionary development application.	Before approval of building permits.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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. ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Plan Area 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 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			

Mitigation Measures	Implementation Responsibility	Timing	Verification
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).			
Air Quality			
***FPASP 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 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.	Project applicant(s) for all project phases.	Before approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ 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% NOX 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			

Mitigation Measures	Implementation Responsibility	Timing	Verification
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 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.			
***FPASP 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	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 funded by the project applicant(s).	Before the approval of all grading plans by the City.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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.			
***FPASP 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 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), 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 of 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.	Project applicant(s) for any particular discretionary development application.	Before issuance of subdivision maps or improvement plans.	
***FPASP 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 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 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.	Project applicant(s) for any particular discretionary development.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	
***FPASP Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.** Implement SMAQMD Enhances Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO_X emissions generated by construction of off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).	Project applicant(s) responsible for construction for construction of each off-site element in Sacramento and El Dorado counties.	Before the approval of all grading plans from the respective air districts (i.e., SMAQMD or EDCAQMD).	

Mitigation Measures	Implementation Responsibility	Timing	Verification
Cultural and Tribal Cultural Resources			
***FPASP 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. ▶ 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 Resources Code and 36 CFR Part 800.	The applicable oversight agency and the project(s) (at the agency's discretion) of all project phases.	Before issuance of building permits and ground-disturbing activities.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ 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).			
***FPASP 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 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	Project applicant(s) of all project phases.	Before and during ground-disturbing activities.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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).			
***FPASP 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 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	Project applicant(s) of all project phases.	Upon the discovery of suspected human remains.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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).			

Mitigation Measures	Implementation Responsibility	Timing	Verification
Greenhouse Gas Emissions and Climate Change			
***FPASP Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-General GHG Emissions.** To further reduce construction-generated GHG emissions, the project applicant(s) for any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development 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 EIRIEIS 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	Project applicant(s) during all discretionary development projects and on-site and off-site elements.	Before approval of small-lot final maps and building permits for all discretionary development projects, including all on- and off-site elements and implementation throughout project construction.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▪ 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 [NOx] 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.			
***FPASP 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	The project applicant(s) for any particular discretionary development.	Before approval of final maps and building permits for all project phases, including all on-site and off-site elements.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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 CO2e/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			

Mitigation Measures	Implementation Responsibility	Timing	Verification
adopted by the federal and state governments that reduce GHG emissions from power generation; ▶ 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, oi 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.			

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ 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-dependent 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 no vegetated 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.			

Mitigation Measures	Implementation Responsibility	Timing	Verification
▶ 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.			
***FPASP 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 Urban Wood 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 project applicant(s) for any particular discretionary development application.	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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.			
Noise and Vibration			
Mitigation Measure 3.7-1: Construction Noise Reduction Measure Add new Implementation Program SN-2 17 Construction Noise Reduction: ▶ The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA Leq at the nearest receptors: ▪ To the extent feasible, alternative construction processes that generate lower noise levels shall be selected. ▪ Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses. ▪ For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible. ▪ Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers. ▪ Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.	City of Folsom to adopt implementation measure. Project applicant(s) to implement requirements of the program.	Noise reduction measures shall be specified to project construction of individual projects. Noise reduction measures shall be implemented during construction of individual projects.	
***FPASP 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)	Project applicant(s) and primary contractor(s) of all project phases.	Before and during construction activities on the SPA and within El Dorado Hills.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 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 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,			

Mitigation Measures	Implementation Responsibility	Timing	Verification
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 3.7-2: Develop and Implement a Vibration Damage Control Plan Add new Implementation Program SN-18 Construction Vibration Reduction: ▶ The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage. ▶ Require project applicants with projects that involve pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan: ■ To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined. ■ All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels. ■ Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or	City of Folsom to adopt implementation measure. Project applicant(s) to implement requirements of the program.	Vibration reduction measures shall be implemented during construction of individual projects.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels. ▪ Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday. ▪ Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile. ▪ Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible. Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.			
***FPASP 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 groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.	Project applicant(s) and primary contractor(s) of all project phases.	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento.	
***FPASP 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	Project applicant(s) of all project phases	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.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
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 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).			
Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction: ▶ The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Nosie reduction measures may include, but are not limited to: ▪ Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.	City of Folsom to adopt implementation measure. Project applicant(s) to implement requirements of the program.	An acoustical assessment shall be prepared prior to project construction. Heating, ventilation and cooling noise measures shall be implemented prior to occupancy.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
▪ Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance. ▪ Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.			
***FPASP 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 [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 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 [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 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	Project applicant(s) of all project phases.	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.			
Utilities and Service Systems			
Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and ~~or~~ construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 33-inch shed within the project area.	City of Folsom	Prior to development on parcels in the 33-inch sewer shed.	
Mitigation Measure 3.11-2b Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed. The Wastewater Conveyance Master Plan shall identify the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to: ▶ construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street, ▶ construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed, ▶ upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and ▶ identification of addition localized sewer improvements.	City of Folsom	Prior to development on parcels in the 27-inch sewer shed.	

Mitigation Measures	Implementation Responsibility	Timing	Verification
Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed. Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.			

* = mitigation measure is from the Folsom Plan Area Specific Plan (FPASP) EIR/EIS and only applicable to development in the Folsom Plan Area.