

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 measures 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			
<p>*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.</p>	<p>Project applicant(s) for any particular discretionary development application adjacent to U.S. 50.</p>	<p>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.</p>	
<p>*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.</p> <p>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.</p>	<p>Project applicant(s) for any particular discretionary development application.</p>	<p>Before approval of grading plans and during construction for all project phases.</p>	
<p>*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:</p> <ul style="list-style-type: none"> ▶ 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 	<p>Project applicant(s) for any particular discretionary development application.</p>	<p>Before approval of building permits.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none"> ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> ▶ 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. <p>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</p>			

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<p>phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>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).</p>			
Air Quality			
<p>*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.</p> <p><i>Basic Construction Emission Control Practices</i></p> <ul style="list-style-type: none"> ▶ 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. 	<p>Project applicant(s) for all project phases.</p>	<p>Before approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	

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<ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none"> ▶ 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 			

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<p>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.</p> <ul style="list-style-type: none"> ▶ 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. 			
<p>*FPASP Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM₁₀ 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 PM₁₀ to disclose what PM₁₀ 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 PM₁₀ 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</p>	<p>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).</p>	<p>Before the approval of all grading plans by the City.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>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.</p>			
<p>*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.</p>	<p>Project applicant(s) for any particular discretionary development application.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	
<p>*FPASP Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Project applicant(s) for any particular discretionary development.</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	
<p>*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).</p>	<p>Project applicant(s) responsible for construction for construction of each off-site element in Sacramento and El Dorado counties.</p>	<p>Before the approval of all grading plans from the respective air districts (i.e., SMAQMD or EDCAQMD).</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>Cultural and Tribal Cultural Resources</p>			
<p>*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:</p> <ul style="list-style-type: none"> ▶ 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. 	<p>The applicable oversight agency and the project(s) (at the agency’s discretion) of all project phases.</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> ▶ 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. <p>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).</p>			
<p>*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:</p> <ul style="list-style-type: none"> ▶ 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 	<p>Project applicant(s) of all project phases.</p>	<p>Before and during ground-disturbing activities.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>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.</p> <ul style="list-style-type: none"> ▶ 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. <p>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).</p>			
<p>*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]).</p> <p>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</p>	<p>Project applicant(s) of all project phases.</p>	<p>Upon the discovery of suspected human remains.</p>	

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<p>of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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. <p>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.</p> <p>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).</p>			

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Greenhouse Gas Emissions and Climate Change			
<p>*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.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▪ 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 	<p>Project applicant(s) during all discretionary development projects and on-site and off-site elements.</p>	<p>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.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> ▪ 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. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>			
<p>*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</p>	<p>The project applicant(s) for any particular discretionary development.</p>	<p>Before approval of final maps and building permits for all project phases, including all on-site and off-site elements.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>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.</p> <p>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).</p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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
<p>adopted by the federal and state governments that reduce GHG emissions from power generation;</p> <ul style="list-style-type: none"> ▶ the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB’s implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions; ▶ the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions; ▶ the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and ▶ whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs. <p>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).</p> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> ▶ 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
<ul style="list-style-type: none"> ▶ 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 <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none"> ▶ 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. <p><i>Solid Waste Measures</i></p> <ul style="list-style-type: none"> ▶ 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
<ul style="list-style-type: none"> ▶ Provide education and publicity about reducing waste and available recycling services. <p><i>Transportation and Motor Vehicles</i></p> <ul style="list-style-type: none"> ▶ 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. 			
<p>*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</p>	<p>The project applicant(s) for any particular discretionary development application.</p>	<p>Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>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.</p>			
Noise and Vibration			
<p>Mitigation Measure 3.7-1: Construction Noise Reduction Measure Add new Implementation Program SN-2 17 Construction Noise Reduction:</p> <ul style="list-style-type: none"> ▶ 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: <ul style="list-style-type: none"> ▪ 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. 	<p>City of Folsom to adopt implementation measure.</p> <p>Project applicant(s) to implement requirements of the program.</p>	<p>Noise reduction measures shall be specified to project construction of individual projects.</p> <p>Noise reduction measures shall be implemented during construction of individual projects.</p>	
<p>*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)</p>	<p>Project applicant(s) and primary contractor(s) of all project phases.</p>	<p>Before and during construction activities on the SPA and within El Dorado Hills.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ 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
<p>or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</p> <ul style="list-style-type: none"> ▶ 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. 			
<p>Mitigation Measure 3.7-2: Develop and Implement a Vibration Damage Control Plan Add new Implementation Program SN-18 Construction Vibration Reduction:</p> <ul style="list-style-type: none"> ▶ 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: <ul style="list-style-type: none"> ▪ 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 	<p>City of Folsom to adopt implementation measure.</p> <p>Project applicant(s) to implement requirements of the program.</p>	<p>Vibration reduction measures shall be implemented during construction of individual projects.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.</p> <ul style="list-style-type: none"> ▪ 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. <p>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.</p>			
<p>*FPASP Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities</p> <ul style="list-style-type: none"> ▶ 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. 	<p>Project applicant(s) and primary contractor(s) of all project phases.</p>	<p>Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento.</p>	
<p>*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:</p> <ul style="list-style-type: none"> ▶ 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 	<p>Project applicant(s) of all project phases</p>	<p>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.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>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).</p> <ul style="list-style-type: none"> ▶ 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: <ul style="list-style-type: none"> ▪ 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). 			
<p>Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:</p> <ul style="list-style-type: none"> ▶ 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. Noise reduction measures may include, but are not limited to: <ul style="list-style-type: none"> ▪ Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor. 	<p>City of Folsom to adopt implementation measure.</p> <p>Project applicant(s) to implement requirements of the program.</p>	<p>An acoustical assessment shall be prepared prior to project construction.</p> <p>Heating, ventilation and cooling noise measures shall be implemented prior to occupancy.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> ▪ 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. 			
<p>*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:</p> <ul style="list-style-type: none"> ▶ 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 	<p>Project applicant(s) of all project phases.</p>	<p>Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</p>			
<p>Utilities and Service Systems</p>			
<p>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.</p>	<p>City of Folsom</p>	<p>Prior to development on parcels in the 33-inch sewer shed.</p>	
<p>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:</p> <ul style="list-style-type: none"> ▶ 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. 	<p>City of Folsom</p>	<p>Prior to development on parcels in the 27-inch sewer shed.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>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.</p> <p>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.</p>			

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