

# **Appendix A**

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## **Mitigation and Monitoring Reporting Program**

# MITIGATION MONITORING AND REPORTING PROGRAM

## INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Section 15000 et seq., Title 14, California Code of Regulations), the City of Folsom (City) prepared an environmental checklist and addendum to the Folsom Plan Area Specific Plan (FPASP) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Dignity Health at Folsom Ranch Medical Center Project. While the checklist confirmed that the project would not have new or substantially more significant impacts, the previously-certified environmental documents had significant impacts for which mitigation measures were required.

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 project because the environmental checklist and addendum 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 project.

## PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the proposed ordinance. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the mitigation measures, monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures.

## ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. Section 21081.6 of the Public Resources Code, requires the lead agency to identify the "custodian of documents and other material" which constitutes the "record of proceedings" upon which the action on the project was based. The Folsom City Manager, or designee, is the custodian of such documents for the project.

Inquiries should be directed to:

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The location of this information is:

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Folsom, CA 95630

The City is responsible for overall administration of the MMRP and for verifying that City staff members, the project applicant, and/or the construction contractor have completed the necessary actions for each measure (i.e., appropriate amendments to the proposed ordinance). The City may designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

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

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

## REPORTING

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

## MITIGATION MONITORING AND REPORTING PROGRAM TABLE

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

- ▶ Mitigation Number – This column provides the identification number of the adopted mitigation measure as well as the source for the mitigation measure:
  - FPASP EIR/EIS,
  - Initial Study and Mitigated Negative Declaration for the South of 50 Backbone Infrastructure Project (Backbone Infrastructure IS/MND),
  - Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Westland Eagle Project (Eagle Environmental Document), or
  - Dignity Health at Folsom Ranch Medical Center Environmental Checklist and Addendum (Addendum).

The numbering of mitigation measures follows the numbering sequence found in the applicable environmental document.

- ▶ 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.
- ▶ Monitoring Agency – This column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- ▶ 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 Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<b>Aesthetics</b>					
3A.1-1 (FPASP EIR/EIS)	<b>Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.</b> The project applicant(s) for all project phases 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	Before approval of grading plans and constructed before the start of earthmoving activities associated with residential and commercial units.	City of Folsom Community Development Department and Caltrans.	
3A.1-4 (FPASP EIR/EIS)	<b>Screen Construction Staging Areas.</b> 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	Before approval of grading plans and during construction for all project phases.	City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.	
3A.1-5 (FPASP EIR/EIS)	<b>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</b>  To reduce impacts associated with light and glare, the City shall: <ul style="list-style-type: none"> <li>► Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific</li> </ul>	Project applicant	Before approval of building permits.	City of Folsom Neighborhood Services Department and City of Folsom Community	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none"> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <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"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> <li>▶ 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.</li> </ul>			Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</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>				
I-1 (Backbone Infrastructure IS/MND)	<p><b>Design Above Ground Pump Station and Storage Tank Facilities to Reduce Visual Impacts.</b> South of US 50 Backbone and US 50 Crossings. Prior to the approval of improvement plans for the pump stations and storage tank facilities, the project applicant(s) shall show on the improvement plans that the following measures are employed. The external appearance of above-ground facilities, including the choice of color and materials, shall seek to reduce the visual impact of the proposed pump station and above-ground storage tank facilities. Bright reflective materials and colors shall be avoided. As appropriate, the exterior design of these facilities should follow design guidelines provided in applicable land use plans. Minimum exterior design requirements shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▶ Painting (with earth-colored tones) of structural façades to blend with surrounding land uses;</li> <li>▶ Use of fencing or structural materials similar to those used by nearby land uses;</li> <li>▶ Installation of berms and/or landscaping around the facility (see Mitigation Measure I-2 for additional detail); and</li> <li>▶ Clustering of structural facilities to maximize open space buffering.</li> </ul> <p>The above requirements shall be subject to review and approval by the Folsom Environmental and Water Resources Department and the Community Development Department.</p>	Project applicant	Before approval of improvement plans	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
I-2 (Backbone Infrastructure IS/MND)	<p><b>Develop and Implement a Landscaping Plan for Pump Station and Storage Tank Facilities to Reduce Visual Impacts.</b> South of US 50 Backbone and US 50 Crossings. The project applicant(s) shall develop a landscaping plan for each structural facility site that uses a combination of locally derived native vegetation, earthen features (e.g., boulders), and, if appropriate, topographical separations (e.g., berms) to maximize site appearance and shield the new facilities from nearby sensitive receptors to the extent feasible. In addition to complying with local standards, the landscaping plan shall require the following at each site:</p> <ul style="list-style-type: none"> <li>▶ Vegetation shall be arranged in a hierarchy of plant groupings to enhance the visual and scenic qualities of the site(s). To the extent practical, the design will minimize the need for supplemental irrigation.</li> <li>▶ New or replacement vegetation shall be compatible with surrounding vegetation and shall be adaptable to the site with regard to rainfall, soil type, exposure, growth rate, erosion control, and energy conservation purposes.</li> <li>▶ Plant materials chosen shall be species which do not present any safety hazards, which allow native flora to reestablish in the area, and which require minimal maintenance, including watering, pest control, and clean-up of litter from fruit and droppings.</li> </ul> <p>Prior to the approval of improvement plans for the pump stations and storage tank facilities, the project applicant(s) shall show on the landscaping plan that the above measures are employed. The above requirements shall be subject to review and approval by the Folsom Environmental and Water Resources Department and the Community Development Department.</p>	Project applicant	Before approval of improvement plans	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department.	
<b>Air Quality</b>					
3A.2-1a (FPASP EIR/EIS)	<p><b>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</b> 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,</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p><b>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p><b>Enhanced Exhaust Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ 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 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</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>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 noncompliant 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> <p>► 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>				
3A.2-2 (FPASP EIR/EIS)	<p><b>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b> To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Project applicant	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.2-4b (FPASP EIR/EIS)	<p><b>Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.</b> The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.</p> <ul style="list-style-type: none"> <li>▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.</li> <li>▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area.</li> <li>▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off.</li> <li>▶ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.</li> <li>▶ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: <ul style="list-style-type: none"> <li>▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of</li> </ul> </li> </ul>	Project applicant	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines.</p> <ul style="list-style-type: none"> <li>Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other.</li> </ul>				
3A.2-5 (FPASP EIR/EIS)	<p><b>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.</b> A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	
3A.2-6 (FPASP EIR/EIS)	<p><b>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</b> The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> <li>The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities</li> </ul>	Project applicant	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.</p> <ul style="list-style-type: none"> <li>▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.)</li> <li>▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature.</li> <li>▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> <li>▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors.</li> <li>▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</li> <li>▶ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)				
III-1 (Backbone Infrastructure IS/MND)	<b>Prepare and Implement NO<sub>x</sub> Reduction Plan.</b> Prior to initiation of construction, the project contractor shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used during construction of the project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO <sub>x</sub> reduction compared to the most recent CARB fleet average. 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 SMAQMD's Construction Mitigation Calculator (available at: <a href="http://www.airquality.org/ceqa/mitigation.shtml">http://www.airquality.org/ceqa/mitigation.shtml</a> ) can be used to identify an equipment fleet that achieves this reduction.	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	
III-2 (Backbone Infrastructure IS/MND)	<b>Pay Off-site Mitigation Fee to SMAQMD to off-set NO<sub>x</sub> Emissions Generated by Construction.</b> Prior to the approval of grading plans, the applicant shall pay SMAQMD an off-site mitigation fee for implementation of the proposed project for the purpose of reducing NO <sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). The mitigation fee is used by SMAQMD to purchase offsite emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies. The applicant shall calculate the project's off-site mitigation fee amount in accordance with SMAQMD's recommended guidance and the current mitigation fee rate. The fee amount shall be subject to review and approval by SMAQMD. Verification of payment shall be provided to the Folsom Community Development Department.	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	
III-4 (Backbone Infrastructure IS/MND)	<b>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.</b> Prior to the commencement of any site-disturbing activities, the applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 1242 to determine whether and where NOA is present in the soil and rock on the	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>project site and/or areas that would be disturbed by the project, except for those areas previously explored and sampled for NOA as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youngdahl Consulting Group, Inc. in December 2013. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the CARB 435 Method. If the investigation determines that NOA is not present on the project site, then the project applicant shall submit a Geologic Exemption to SMAQMD as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The project applicant shall submit proof of compliance with the above to the Folsom Community Development Department. If the site investigation determines that NOA is present on the project site, then, prior to commencement of any ground disturbance activity, the project applicant shall submit to the SMAQMD for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal. The project applicant shall submit proof of compliance with the above to the Folsom Community Development Department. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p> <p>If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), as necessary, subject to review and approval by the City Engineer.</p>				
4.3-1 (Addendum)	<p><b>Implement Exhaust Emissions Reduction Measures.</b> The project shall be required to use a construction fleet mix utilizing a maximum of 90 percent EPA certified Tier 4 engines, which will substantially mitigate NO<sub>x</sub> and diesel exhaust (i.e., PM<sub>10</sub>) emissions. The use of Tier 4 engines can reduce diesel generated NO<sub>x</sub> and PM<sub>10</sub> emissions by up to 90 percent over Tier 1 engines.</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<b>Biological Resources</b>					
3A.3-1a (FPASP EIR/EIS)	<p><b>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and</p>	Project applicant	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</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 in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections,</p>				

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	Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.				
3A.3-2a (FPASP EIR/EIS)	<p><b>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</b> To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is</p>	Project applicant	Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>				
3A.3-2b (FPASP EIR/EIS)	<p><b>Prepare and Implement a Swainson's Hawk Mitigation Plan.</b></p> <p>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.</p> <p>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City</p>	Project applicant	Before the approval of grading, improvement, or construction plans and before any grounddisturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.</p> <p>Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.</p> <p>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not</p>				

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	<p>sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.</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., Sacramento County and Caltrans).</p>				
3A.3-2c (FPASP EIR/EIS)	<p><b>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</b> To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the project applicant shall consult with CDFW to determine whether impacts to the colony would occur as a result of project implementation, and to establish and appropriate buffer around the colony to reduce the likelihood of disturbance. No project activity shall commence within the buffer area until a qualified biologist, in consultation</p>	Project applicant	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>with CDFW, confirms that the colony is no longer active. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. If CDFW determines that project activity could result in adverse effects to the colony, and project activities cannot be avoided during the nesting season when the colony is active, an incidental take permit for impacts to tricolored blackbird pursuant to California Fish and Game Code Section 2081 would be required. The applicant shall implement measures required under the permit, if required, which may include compensatory mitigation for impacts to a tricolored blackbird.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).</p>				
3A.3-2d (FPASP EIR/EIS)	<p><b>Avoid and Minimize Impacts to Special-Status Bat Roosts.</b> The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.</p> <p>If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the</p>	Project applicant	Before the approval of removal or fill of the mine shaft in the SPA.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.				
3A.3-4b (FPASP EIR/EIS)	<p><b>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation.</b> The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.</p> <p>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.</p>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	
3A.3-5 (FPASP EIR/EIS)	<p><b>Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site.</b> The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to</p>	Project applicant	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4.</p> <p>Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below.</p> <ul style="list-style-type: none"> <li>▶ Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres).</li> <li>▶ Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: <ul style="list-style-type: none"> <li>▪ Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat.</li> <li>▪ Preserve and passive open space zones throughout the SPA.</li> <li>▪ Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes).</li> <li>▪ Other practical locations within the SPA in or adjacent to open space.</li> <li>▪ Oak Woodlands Mitigation Planting Criteria</li> </ul> </li> </ul> <p>The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat:</p> <ul style="list-style-type: none"> <li>▶ A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall</li> </ul>		containing protected trees or oak woodland.		



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	<p>be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows:</p> <ul style="list-style-type: none"> <li>▪ One established acorn equals one unit (acorns will be over planted to maximize potential germination).</li> <li>▪ One oak seedling equals one unit.</li> <li>▪ One #1 container oak tree equals two units.</li> <li>▪ One #5 container oak tree equals three units.</li> <li>▪ One #15 container oak tree equals four units.</li> <li>▪ One 24-inch boxed oak tree equals six units.</li> <li>▪ One transplanted oak tree equals four units per trunk diameter inch (dbh).</li> <li>▪ Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings.</li> </ul> <p>► Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.</p> <p>► Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for onsite creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity.</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>► The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria.</p> <p>The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City:</p> <p>► Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to</p>				

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	<p>perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations:</p> <ul style="list-style-type: none"> <li>▪ 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.</li> <li>▪ 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted.</li> <li>▪ 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.</li> <li>▪ 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.</li> <li>▪ 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees.</li> <li>▪ 0 = Dead – the tree has no significant signs of life (dead or very close to being dead).</li> </ul> <p>► The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>mitigation shall be based on the condition and size of the tree as follows:</p> <ul style="list-style-type: none"> <li>▪ Trees rated 0 or 1 may be removed with no mitigation.</li> <li>▪ Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation.</li> <li>▪ Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation.</li> <li>▪ Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to 5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties.</li> <li>▪ Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.</li> <li>▪ Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.</li> <li>▪ Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification										
	<p>shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria:</p> <table><tr><th>Caliper of Tree Preserved</th><th>Mitigation Tree Credit Equivalent</th></tr><tr><td>1 inch or greater, but less than 2 inches</td><td>One #15 container tree or two #5 container trees</td></tr><tr><td>2 inches or greater, but less than 3 inches</td><td>Two #15 container trees</td></tr><tr><td>3 inches or greater, but less than 4 inches</td><td>Three #15 container trees</td></tr><tr><td>4 inches or greater, but less than 5 inches</td><td>Four #15 container trees</td></tr></table> <p>► Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed:</p> <ul style="list-style-type: none"><li>▪ half of a 24-inch box tree;</li><li>▪ one #15 container tree;</li><li>▪ two #5 container trees; or</li><li>▪ \$150 in-lieu payment or other fee set by City Council Resolution.</li></ul> <p>► The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.</p> <p>► To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole</p>	Caliper of Tree Preserved	Mitigation Tree Credit Equivalent	1 inch or greater, but less than 2 inches	One #15 container tree or two #5 container trees	2 inches or greater, but less than 3 inches	Two #15 container trees	3 inches or greater, but less than 4 inches	Three #15 container trees	4 inches or greater, but less than 5 inches	Four #15 container trees				
Caliper of Tree Preserved	Mitigation Tree Credit Equivalent														
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	<p>wooded areas must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation.</p> <p>Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom.</p> <p>Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.</p>				
<b>3A.3-1a (Eagle Environmental Document)</b>	<p><b>Mitigation for Erosion Impacts.</b> To minimize indirect effects on water quality and wetland hydrology, the project applicant shall include a storm water drainage plan and an erosion and sediment control plan in the improvement plans and shall submit these plans to the City Public Works Department for review and approval. Before approval of these improvement plans, the project applicant shall obtain a National Pollutant Discharge Elimination System MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and storm water quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain within the FPASP area.</p> <p>The project applicant shall implement storm water quality treatment controls consistent with the Storm Water Quality Design Manual for Sacramento and South Placer Regions (Sacramento Stormwater Quality Control Partnership 2007). Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall</p>	Project applicant	Before approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>incorporate low impact development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the U.S. Environmental Protection Agency (EPA) to minimize impacts on water quality, hydrology, and stream geomorphology. Crossings of wetlands shall be done in accordance with the Section 404 permits which allow for free-spanning bridge systems, the use of bottomless culverts that do not alter the natural stream bed; and/or oversized box culverts that are backfilled with a natural substrate. Consistent with the USACE permits, where installation of box culverts is planned, restoration of a natural streambed/substrate shall be required. Details of all crossings shall be submitted to the USACE for approval prior to each phase of development.</p> <p>In addition to complying with City ordinances, the project applicant shall obtain a General Construction Storm Water Permit from the Central Valley Regional Water Quality Control Board (RWQCB), prepare a storm water pollution prevention plan (SWPPP), and implement best management practices (BMPs) to reduce water quality effects during construction.</p> <p>Each project phase shall result in no net change to peak flows into Alder Creek and associated tributaries, or to tributaries to Buffalo Creek, and Coyote Creek. The project applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, 10-, and 20-year storm events. These baseline conditions shall be used to develop monitoring standards for the storm water system within the project area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to the USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for five consecutive years without undertaking corrective measures to meet the performance standard.</p>				

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3A.3-1b (Eagle Environmental Document)	<p><b>Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications.</b> Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all USACE necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed Central Valley project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet (or lesser distance as approved by the applicable agencies) of waters of the U.S. or wetland habitats, including waters of the State, that potentially support federally listed species, or within 100 feet (or lesser distance as approved by the applicable agencies) of any other waters of the U.S. or wetland habitats, including waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffer, shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to USACE shall also be copied concurrently to the City.</p>	Project applicant	Before approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	City of Folsom Community Development Department; City of Folsom Public Works Department; U.S. Army Core of Engineers	
3A.3-2c (Eagle Environmental Document)	<p><b>Conduct Preconstruction Tricolored Blackbird Nesting Survey.</b> To avoid and minimize impacts to tricolored blackbird colonies, a qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (1 March – 31 August). The preconstruction survey shall be conducted within 500 feet of potential on-site suitable nesting habitat, including freshwater marsh and areas of</p>	Project applicant	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>riparian scrub vegetation, within the ponds and Alder Creek. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird nesting activity is documented on-site, no further mitigation is required. If nesting activity is found, the qualified biologist shall consult CDFW to establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>If required by CDFW, the project applicant shall initiate incidental take permit process according to Section 2081 (b) and (c) of the California Fish and Game Code and shall prepare a mitigation plan as an attachment to the 2081 permit.</p> <p>Avoidance and minimization measures may include protective fencing around sensitive habitat within construction sites, preconstruction notification to CDFW, scientific reporting procedures when an animal is killed, injured, or trapped, compliance inspections and reports, directions for the acquisition and transfer of habitat management lands, and/or associated funding.</p>				
3A.3-2d (Eagle Environmental Document)	<p><b>Preconstruction bat roosting survey.</b> Before construction in any given phase, a pre-construction bat roost survey shall be conducted. A qualified biologist shall conduct a dusk emergence survey (start one hour before sunset and last three hours), followed by a pre-dawn re-entry survey (start one hour before sunrise and last for two hours), as well as a daytime visual inspection of all potential bat roosting habitat within the limits of construction. If no active bat roosts or sign are observed, construction may proceed. If no active special-species bat roosts are found, no further measures pertaining to special-species bats are necessary. If roosting special-species bats are found on-site during the surveys, construction activities shall avoid direct and indirect impacts to roosting sites through the establishment of a no-disturbance buffer of 100 feet around roost sites in consultation with CDFW. Clearing and grubbing adjacent to the roost site and lighting use near the roost site where it would shine on the roost or interfere with bats entering or leaving the roost shall be prohibited. Operation of internal combustion equipment, such as generators, pumps, and vehicles within 100 feet of the roost site shall be prohibited.</p>	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.3-4a (Eagle Environmental Document)	<p><b>Implement Section 1602 Master Streambed Alteration Agreement.</b> The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project and Wildlife site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to CDFW 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the owner/applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction</p>	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	
3A.3-4b (Eagle Environmental Document)	<p><b>Valley Needlegrass Grassland Avoidance and Minimization Measures.</b></p> <p>Prior to ground-breaking activities including grading or construction, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing should not be removed until completion of construction activities.</p> <ul style="list-style-type: none"> <li>▶ All Valley needlegrass grassland areas slated for removal should be replaced at a 1:1 acreage on-site within the preserve areas.</li> <li>▶ Needlegrass plants in areas slated for removal should be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then seedlings/saplings from a local nursery should be obtained.</li> <li>▶ A mitigation plan outlining methods to be used, success criteria to be met, and adaptive management strategies will be completed prior to project construction.</li> </ul> <p>At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate</p>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	is met by the fifth year or as otherwise agreed upon in consultation with CDFW. This plan may be combined with the Operations and Management Plan for the open space preserves.				
<b>3A.3-5 (Eagle Environmental Document)</b>	<p><b>Oak woodlands mitigation.</b></p> <p>Starting on page 10-13 of the approved FPASP, the following mitigation provides an update to Mitigation Measure 3A.3-5 as published in the MMRP (May 2011).</p> <p>To fully mitigate for impacts to oak woodlands, the project applicant shall implement one or more of the mitigation measures listed below. Together, the mitigation measures will permanently protect approximately of 396.52-acres of existing FPASP oak woodlands and create approximately of 245.63-acres of new oak woodland habitat either on-site or with a combination of on-site and off-site location(s). The combined total of existing preserved oak woodlands and newly created oak woodlands will equal approximately 642 acres. The final area (acres) of preserved and newly created oak woodlands may be adjusted on a project-by-project basis at the time of tentative parcel or subdivision map approval to compensate for minor changes in oak woodland and isolated oak tree canopy impacts.</p> <p><u>Option 1: Preserve Existing Plan Area Oak Woodlands</u></p> <p>The FPASP shall permanently preserve and protect approximately 396.52-acres of existing oak woodlands. This figure represents 62 percent of the existing woodland habitat and 65 percent of the existing oak canopy in the FPASP area.</p> <p><u>Option 2: Create Oak Woodlands within the Plan Area</u></p> <p>Plant a combination of oak acorns, seedlings and oak trees (refer to Oak Woodlands Mitigation Planting Criteria below) within the boundaries of the Plan Area to create approximately 245.63-acres of new oak woodland habitat in the following locations (refer to Open Space Management Plan for allowable planting locations):</p> <ul style="list-style-type: none"> <li>▶ non-wooded areas that are adjacent to or within the existing oak woodland habitat,</li> <li>▶ preserve and passive open space zones throughout the Plan Area,</li> <li>▶ open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e., catch slopes) and/or</li> <li>▶ other practical locations within the Plan Area adjacent to open space.</li> </ul>	Project applicant	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p><u>Option 3: Preserve and Protect Existing Off-site Oak Woodlands</u></p> <p>Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of on-site mitigation measures if necessary. The off-site locations shall be managed as oak woodland habitat in perpetuity.</p> <p><u>Option 4: Create Oak Woodlands Off-site</u></p> <p>Plant a combination of oak acorns, seedlings and oak trees at off-site location(s), if needed, following the same guidelines as outlined in the Oak Woodland Mitigation Planting Criteria below. Planted areas shall be placed under conservation easements and managed as oak woodlands in perpetuity.</p> <p><b>Oak Woodlands Mitigation Planting Criteria</b></p> <p>A minimum of 55 planting sites per acre (with a total of 70 units) will be required with additional minimum requirements of #1, #5 and #15 container plantings. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have minimum of 35 planting sites per acre. Plantings shall have unit values as outlined below:</p> <ul style="list-style-type: none"> <li>▶ one established acorn equals one unit (acorns will be over planted to maximize potential germination),</li> <li>▶ one oak seedling in a #1 container equals two units (minimum of 10 percent required),</li> <li>▶ one #5 container oak tree equals three units (minimum of 10 percent required),</li> <li>▶ one #15 container oak tree equals four units (minimum of 10 percent required),</li> <li>▶ one 24-inch boxed oak tree equals six units, and</li> <li>▶ one transplanted oak tree equals four units per trunk diameter inch (diameter at breast height [DBH]).</li> </ul> <p>The planting of non-oak species shall be required as a component of oak woodland mitigation to augment the overall habitat value of these areas. Appropriate non-oak species shall be determined by the city at the time of mitigation planting. Each non-oak planting will represent unit values as described above for oak trees, but no more than 10 percent of planting may be non-oak species to count as mitigation.</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Ratios of planting types will vary based upon site-specific conditions which would require an evaluation of several factors including irrigation needs, access, soil types, and evidence of natural oak recruitment. Some areas may be determined (in consultation with the city arborist) to be best suited for acorn planting only. These areas shall not be subject to the minimum planting requirement of #1, #5 and #15 container stock.</p> <p>Mitigation acreage shall be monitored for eight years to ensure that a minimum of 80 percent of planted unit values are successfully established. Trees surviving after 8 years, with a minimum of 3 years without maintenance or irrigation shall be considered successfully established.</p> <p><b>Isolated Oak Tree Mitigation</b></p> <p>Isolated oak trees in commercial and residential development parcels may be removed according to the following criteria:</p> <ul style="list-style-type: none"> <li>▶ Trees rated 0 or 1 may be removed with no mitigation.</li> <li>▶ Trees rated 2 may be removed with 50 percent of required mitigation.</li> <li>▶ Trees rated 3, 4 or 5 may be removed at full required mitigation.</li> </ul> <p><b>Isolated Oak Tree Mitigation Planting Criteria</b></p> <p>For every one (1) diameter inch of removed oak tree, the mitigation shall be either:</p> <ul style="list-style-type: none"> <li>▶ One half of a 24-inch boxed oak tree or,</li> <li>▶ One oak tree in a #15 container or,</li> <li>▶ Two oak trees in #5 containers or,</li> <li>▶ \$150 or a fee set by Folsom City Council resolution.</li> <li>▶ Replacement trees may be located within the boundaries of any development parcel, natural parkway, landscape corridor or passive or preserve open space zone.</li> <li>▶ Native oak trees transplanted within the Plan Area will be granted double mitigation credit.</li> </ul> <p><b>Exceptions</b></p> <ul style="list-style-type: none"> <li>▶ Isolated oak trees 24-inch (DBH) in diameter or larger, or a multi-trunked oak trees with an aggregate diameter of 40-inches or more (DBH) with a rating of 3 to 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree.</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification										
	<div><div><div><div>► Isolated oak trees 12-inch (DBH) to 24-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree. Trees with a rating of 2 or 3 may be removed if the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above.</div><div>► Isolated oak trees 5-inch (DBH) to 12-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above.</div><div>► Isolated oak trees 1-inch (DBH) to 5-inch (DBH) in diameter that are preserved may be credited against oak tree mitigation requirements as follows:</div></div><table><tr><th>Trunk Diameter of Tree to be Preserved</th><th>Mitigation Tree Size Equivalent</th></tr><tr><td>1" or greater, but less than 2"</td><td>1 - #15 container tree or 2 - #5 container trees</td></tr><tr><td>2" or greater, but less than 3"</td><td>2 - #15 container trees</td></tr><tr><td>3" or greater, but less than 4"</td><td>3 - #15 container trees</td></tr><tr><td>4" or greater, but less than 5"</td><td>4 - #15 container trees</td></tr></table><div><div><b>Oak Woodlands &amp; Isolated Oak Tree Planting &amp; Maintenance Agreement</b></div><div>A planting and maintenance agreement shall include a planting plan, planting and irrigation design details and a monitoring schedule for the 5-year establishment period. Trees surviving after 8 years, with a minimum of 3 years without maintenance or irrigation shall be considered successfully established. An annual monitoring report shall be completed by 1 December of each year, including a summary of needed corrections, a proposed work plan and notice of compliance. All needed corrections shall be completed within 100 calendar days of receipt of the annual monitoring report.</div><div><div>► <i>Performance Security</i></div><div>Security or other financing mechanisms acceptable to the city shall be required to fulfill the planting and maintenance agreement.</div></div></div></div></div>	Trunk Diameter of Tree to be Preserved	Mitigation Tree Size Equivalent	1" or greater, but less than 2"	1 - #15 container tree or 2 - #5 container trees	2" or greater, but less than 3"	2 - #15 container trees	3" or greater, but less than 4"	3 - #15 container trees	4" or greater, but less than 5"	4 - #15 container trees				
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	<p>► <i>No Additional Mitigation</i></p> <p>No additional oak woodlands and isolated oak tree canopy mitigation is required for subsequent tentative and final parcel maps, subdivision maps and infrastructure improvement projects that are in compliance with the mitigation requirements of this section, the FPASP Open Space Management Plan and the FPASP EIR/EIS.</p> <p>► <i>Variances</i></p> <p>Requests for variances to the isolated oak tree mitigation described above shall follow the process outlined in Folsom Municipal Code chapter 17.62. Any variance request shall be given increased consideration by the city when the purpose of the variance is to preserve additional oak trees.</p>				
3A.4.4-1 (Eagle Environmental Document)	<p><b>Conduct environmental awareness training for construction employees.</b> Before beginning construction activities, the project applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery before moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal Agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Project applicant	Before beginning construction activities	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.4.4-2 (Eagle Environmental Document)	<p><b>Conduct preconstruction western spadefoot survey.</b> Before ground breaking activities, the applicant shall comply with all conditions issued by the CDFW for the project. At minimum, the following shall occur:</p> <ul style="list-style-type: none"> <li>▶ A preconstruction survey shall be conducted for Western spadefoot within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands and drainages with standing water). Any Western spadefoot observed in the survey limits shall be reported to the CNDDDB. If no Western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If Western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures.</li> </ul> <p>A qualified biological monitor(s) shall be present during construction to relocate any Western spadefoot in to suitable habitat up or downstream of the area of disturbance. Before construction, CDFW shall be notified of the intent to conduct Western spadefoot monitoring and potential relocation. Any Western spadefoot observed during biological monitoring activities shall be reported to the CNDDDB.</p>	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	
3A.4.4-3 (Eagle Environmental Document)	<p><b>Conduct preconstruction western pond turtle survey.</b> Before ground breaking activities, the applicant shall comply with all conditions stipulated in the Lake and Streambed Alteration Agreement issued by the CDFW for the project as required under Mitigation Measure 3A.3-4a. The following shall occur:</p> <ul style="list-style-type: none"> <li>▶ A preconstruction survey shall be conducted for nesting pond turtle by a CDFW approved biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area determined in coordination with CDFW shall be established between the construction area and the nesting site. Any western pond turtles observed in the survey limits shall be reported to the CNDDDB.</li> <li>▶ A qualified biological monitor(s) shall be present during construction to relocate any western pond turtles in to suitable habitat up or downstream of the area of disturbance. Before construction, CDFW shall be notified of the intent to conduct western pond turtle monitoring and potential relocation. Any western pond turtles observed during biological monitoring activities shall be reported to the CNDDDB.</li> </ul>	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.4.4-4 (Eagle Environmental Document)	<p><b>Conduct preconstruction Swainson's hawk and other raptor surveys.</b> To mitigate impacts on Swainson's hawk and other raptors, a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project area if construction begins during March through August. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities/staging. Guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no active/occupied nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.</p>	Project applicant	Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	
3A.4.4-5 (Eagle Environmental Document)	<p><b>Prepare and implement Swainson's hawk mitigation plan.</b> To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan including, but not limited to, the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first for each phase, the project applicant, to the satisfaction of the City, shall secure suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation (or other agreed upon ratio) of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project phase, as determined by the City after consultation with CDFW and a qualified biologist.</p> <p>The 1:1 ratio (or other agreed-upon ratio) shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability,</p>	Project applicant	Before the approval of grading, improvement, or construction plans and before any grounddisturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>and use within the project area. The mitigation ratio shall be consistent with the 1994 Department of Fish and Game's Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California (Swainson's Hawk Technical Advisory Committee 2000). These call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within one mile of an active nest site, 0.75:1 if over one mile but less than five miles, and 0.5:1 if over five miles and less than 10 miles from an active nest. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, or the transfer of fee title or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with CDFW, shall determine the appropriateness of the mitigation land.</p> <p>The project applicant shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, CDFW, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, the project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>				
3A.4.4-6 (Eagle Environmental Document)	<p><b>Conduct preconstruction burrowing owl survey.</b> To mitigate impacts on burrowing owl, a qualified biologist shall be retained to conduct preconstruction surveys to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012). Burrowing owls may be present on-site during any season.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors (during the non-breeding season) on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions during the breeding season (February 1-August 31) may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within a minimum of 50 meters (164 feet) of the burrow until young have fledged. During the non-breeding season, once it is confirmed that there are no owls inside burrows, the burrows may be collapsed.</p>	Project applicant	Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	
3A.4.4-7 (Eagle Environmental Document)	<p><b>Preconstruction nesting bird survey.</b> The project applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (February 1 through August 31).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the</p>	Project applicant	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.				
IV-1 (Backbone Infrastructure IS/MND)	<p><b>Conduct Special-Status Plant Surveys; Develop a Mitigation and Monitoring Plan including any Compensatory Mitigation.</b> Determinate-level presence/absence plant surveys have not been conducted for all of the properties within the Backbone and the off-site areas. These areas may support suitable habitat for special status plants. The following measures are should be implemented to mitigate for impacts to special status plant to less-than-significant:</p> <ul style="list-style-type: none"> <li>▶ The project applicant(s) shall retain a qualified botanist to conduct protocol level special-status plant surveys for the remaining unsurveyed areas within the Backbone and off-site areas. If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report to USFWS, CDFW and, the City of Folsom, and no further mitigation shall be required.</li> <li>▶ If special-status plant populations are found, the project applicant(s) shall consult with CDFW and USFWS, as appropriate depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any specialstatus plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</li> <li>▶ If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval. It shall be submitted concurrently to CDFW or USFWS, as appropriate depending on species status, for review and comment. For Federally-listed species, the plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for</li> </ul>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>any existing population(s) to be retained and compensatory measures for any populations directly affected.</p> <p>Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced offsite.</p> <ul style="list-style-type: none"> <li>▶ If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, longterm protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</li> <li>▶ If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation on long term viable populations.</li> </ul>				
IV-4 (Backbone Infrastructure IS/MND)	<p><b>Conduct Pre-Construction Surveys for Western Spadefoot and if found, Implement Avoidance and Mitigation Measures.</b> Determinate-level presence/absence western spadefoot toad surveys have not been conducted for all of the properties within the Backbone and the off-site areas. These areas may support suitable habitat for western spadefoot toad. The following measures should be implemented to mitigate the potential impacts to western spadefoot toad to less than significant:</p> <ul style="list-style-type: none"> <li>▶ The project applicant(s), shall retain a qualified biologist to conduct protocol-level western spadefoot toad surveys for the remaining unsurveyed areas within the Backbone and off-site areas. If no western spadefoot toad are found during focused surveys, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required.</li> <li>▶ If western spadefoot toad populations are found, the project applicant(s) shall consult with CDFW, to determine the appropriate mitigation measures for direct impacts to the western spadefoot toad</li> </ul>	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	population that could occur as a result of project implementation. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.				
IV-5 (Backbone Infrastructure IS/MND)	<b>Conduct Pre-Construction Surveys for Western Pond Turtle and if found, Implement Avoidance and Mitigation Measures.</b> The project applicant(s), shall retain a qualified biologist to conduct preconstruction western pond turtle survey within 48 hours of the initiation of construction activity within the ponds. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	
IV-6(a) (Backbone Infrastructure IS/MND)	<b>Conduct Pre-Construction Surveys for Swainson's Hawk and if found, Implement Avoidance and Mitigation Measures.</b> To mitigate impacts on Swainson's hawk a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson's hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.	Project applicant	Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
IV-6(b) (Backbone Infrastructure IS/MND)	<p><b>If Necessary, Prepare a Swainson's Hawk Mitigation Plan.</b> To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with CDFW and a qualified biologist.</p> <p>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California.</p> <p>Such mitigation shall be accomplished through either the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City after consultation with CDFW, will determine the appropriateness of the mitigation land.</p> <p>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with CDFW. The City, or County, after consultation with CDFW and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, CDFW, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p>	Project applicant	Before the approval of grading, improvement, or construction plans and before any grounddisturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The project applicant(s), after consultation with the City, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement.</p> <p>If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity.</p> <p>The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW. Mitigation lands established or acquired for impacts incurred at the off-site elements shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first 10 years after establishment of the easement. Sacramento County shall monitor habitat and ensure success for impacts on habitat at the off-site detention basin.</p>				
IV-7 (Backbone Infrastructure IS/MND)	<p><b>Conduct Pre-Construction Surveys for Tricolored Blackbirds and Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</b> A qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the</p>	Project applicant	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.				
IV-8 (Backbone Infrastructure IS/MND)	<p><b>Conduct Pre-Construction Surveys for Nesting Raptors and if found, Implement Avoidance and Mitigation Measures.</b> To mitigate impacts on nesting raptors a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests and occupied burrows on and within 0.5 mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction.</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrowing owl burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 200-500 meters (depending on level of disturbance (CDFW 2012)) of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	Project applicant	Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
IV-9 (Backbone Infrastructure IS/MND)	<p><b>Conduct Pre-Construction Surveys for Nesting Birds and if found, Implement Avoidance and Mitigation Measures.</b> A qualified biologist shall conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 100 feet of suitable nesting habitat. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	Project applicant	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	
IV-10 (Backbone Infrastructure IS/MND)	<p><b>Avoid and Minimize Impacts to Special-Status Bat Roosts.</b> The project applicant(s) shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shafts are used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.</p> <p>If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site before the mine shaft is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with CDFW before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with CDFW and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be</p>	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.				
IV-11 (Backbone Infrastructure IS/MND)	<b>Conduct Pre-Construction Surveys for American Badger, and if found, Implement Avoidance and Mitigation Measures.</b> The project applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with CDFW to determine appropriate measures.	Project applicant	Before the approval of any ground-disturbing activity for all project phases and within 48 hours of the initiation of construction activity.	City of Folsom Community Development Department	
IV-12 (Backbone Infrastructure IS/MND)	<b>Implement Section 1602 Master Streambed Alteration Agreement.</b> The project applicant(s) shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds within SPA. As outlined in the Master agreement, the project applicant(s) shall submit a Subnotification Form (SNF) to CDFW 60 days prior to the commencement of construction to notify CDFW of the project.  Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to CDFW jurisdiction. The agreement shall be executed by the project applicant(s) and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under CDFW jurisdiction and their associated freshwater marsh and riparian habitat.	Project applicant	Before the approval of any ground-disturbing activity for all project phases.	California Department of Fish and Wildlife, and City of Folsom Community Development Department	
IV-13 (Backbone Infrastructure IS/MND)	<b>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation.</b> The project applicant(s) shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present within the project area. This could be done concurrently with any special-status plant surveys conducted on-site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified. If valley	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Wildlife, and City of Folsom Community	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>needlegrass grassland is not found within the project area, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required.</p> <p>If valley needlegrass grassland is found within the project area, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) shall consult with CDFW and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures may include establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the project area.</p>			Development Department	
IV-14 (Backbone Infrastructure IS/MND)	<p><b>Secure Clean Water Act Sections 401 and 404 Permits and Implement all Permit Conditions; Ensure No Net Loss of Functions and Waters of the U.S. and Waters of the State.</b> Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the project applicant(s) shall amend all necessary permits obtained under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the original backbone infrastructure, if necessary. All amended and/or revised permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats, including waters of the state, that potentially support Federally listed species, or within 100 feet of any other waters of the U.S. or wetland habitats, including waters of the state. The project applicant shall adhere to all conditions outlined in the amended and/or revised permits. The project applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plan. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.</p> <p>As identified in the original Section 404 permit, compensation for the loss of waters of the U.S. shall occur through the purchase of mitigation credits</p>	Project applicant	Before approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	City of Folsom Community Development Department; City of Folsom Public Works Department; U.S. Army Core of Engineers	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>from the Cosumnes Floodplain Mitigation Bank and/or the Toad Hill Mitigation bank at the following compensation to impact ratios for aquatic resources, unless otherwise revised in the amended section 404 permit:</p> <ul style="list-style-type: none"> <li>▶ For loss of jurisdictional ditches, ponds, and marshes, purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;</li> <li>▶ For loss of creeks/channels and intermittent drainages located in the Lower American River watershed (018020111), purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1;</li> <li>▶ For loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River (18040013), purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;</li> <li>▶ For loss of seasonal wetlands and seasonal wetland swales located in the Lower American River watershed (018020111), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1;</li> <li>▶ For loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River (18040013), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;</li> <li>▶ For loss of seasonal wetlands and seasonal wetland swales located in the Lower American River watershed (018020111), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1;</li> <li>▶ For loss of seeps located in the Upper Cosumnes River (18040013), purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1;</li> <li>▶ For the loss of vernal pools, purchase creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1.</li> </ul> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	An amended Water quality certification pursuant to Section 401 of the CWA will be required before issuance of the record of decision and before issuance of the amended Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.				
IV-15 (Backbone Infrastructure IS/MND)	<p><b>Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site.</b> Prior to any ground-disturbing activities, the project applicant shall prepare and submit a site map, arborist report, canopy survey, individual free-standing oak tree survey, and tree preservation program to the City's Community Development Department, subject to review and approval. The individual free-standing oak tree survey shall show trees to be preserved and to be removed consistent with the requirements of Folsom Municipal Code, Chapter 12.16.</p> <p>Mitigation for impacts to oak woodland habitat shall include:</p> <ul style="list-style-type: none"> <li>▶ Following ground verification by certified arborist of the oak woodland habitat on-site, preservation of existing oak woodlands</li> <li>▶ Creation of new oak woodland on-site in pre-approved locations as shown in the Open Space Management Plan. Follow the oak woodland mitigation planting criteria outlined in the Oak Woodland Mitigation Planting Criteria contained in the FPASP.</li> <li>▶ Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The offsite locations would be managed as oak woodland habitat in perpetuity.</li> <li>▶ Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s). Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for on-site creation. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity.</li> <li>▶ The oak woodland mitigation plan prepared by the City's Public Works Department shall include a maintenance and monitoring program for any replacement trees. The program shall include</li> </ul>	Project applicant	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a time period consistent with the provisions of the FPASP.</p> <p>The City's Public Works Department, for areas containing individual trees that will be impacted, shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City has developed a plan, as set forth Section 10 of the FPASP specifically to avoid and minimize adverse effects on individual oak trees from project development and to provide compensatory mitigation for removal of protected trees within the project area. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the City's Public Works Department and agreed upon by the Folsom Community Development Department:</p> <ul style="list-style-type: none"> <li>▶ The City's Public Works Department shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations: <ul style="list-style-type: none"> <li>■ 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.</li> <li>■ 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted.</li> <li>■ 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended</li> </ul> </li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.</p> <ul style="list-style-type: none"> <li>▪ 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.</li> <li>▪ 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in nonreversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees.</li> <li>▪ 0 = Dead – the tree has no significant signs of life (dead or very close to being dead).</li> </ul> <p>► The determination for whether an individual tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows:</p> <ul style="list-style-type: none"> <li>▪ Trees rated 0 or 1 may be removed with no mitigation.</li> <li>▪ Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation.</li> <li>▪ Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation.</li> <li>▪ Native oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 4 or 5 shall be retained. Trees of this size but having a rating of 2 or 3 shall not be removed or mitigated, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading within the project area.</li> </ul>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification										
	<ul style="list-style-type: none"><li>Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) would need to be built that are higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading within the project area. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the normal Folsom Municipal Code mitigation) would result.</li><li>Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the normal Folsom Municipal Code mitigation) would result.</li><li>Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria:<table><tr><th>Caliper of Tree Preserved</th><th>Mitigation Tree Credit Equivalent</th></tr><tr><td>1 inch or greater, but less than 2 inches</td><td>One #15 container tree or two #5 container trees</td></tr><tr><td>2 inches or greater, but less than 3 inches</td><td>Two #15 container trees</td></tr><tr><td>3 inches or greater, but less than 4 inches</td><td>Three #15 container trees</td></tr><tr><td>4 inches or greater, but less than 5 inches</td><td>Four #15 container trees</td></tr></table></li></ul>	Caliper of Tree Preserved	Mitigation Tree Credit Equivalent	1 inch or greater, but less than 2 inches	One #15 container tree or two #5 container trees	2 inches or greater, but less than 3 inches	Two #15 container trees	3 inches or greater, but less than 4 inches	Three #15 container trees	4 inches or greater, but less than 5 inches	Four #15 container trees				
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Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed:               <ul style="list-style-type: none"> <li>▪ half of a 24-inch box tree;</li> <li>▪ one #15 container tree;</li> <li>▪ two #5 container trees; or</li> <li>▪ \$150 in-lieu payment or other fee set by City Council Resolution.</li> </ul> </li> <li>▶ The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in a form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the Folsom Community Development Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.</li> <li>▶ To avoid and minimize indirect impacts on protected trees to remain within the project area, the City's Public Works Department shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained within the project area during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas, but must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation.</li> </ul> <p>Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the City can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department and the City of Folsom.				
4.4-1 (Addendum)	<b>Verification of Bird Collision Deterrent Building Design Measures.</b> The project must demonstrate that building façade, site features, and exterior lighting are “bird friendly” through calculating the overall “Bird Collision Threat Rating” based on established threat factor ratings consistent with the Leadership in Energy and Environmental Design Program Pilot Credit 55, “Bird Collision Deterrence.” This credit was crafted by the American Bird Conservatory and is their preferred guideline for building designers. Threat factor ratings are based on various features, including but not limited to building materials, building size, and photometric characteristics of lighting to make the building visible as a physical barrier and eliminate conditions that create confusing reflections to birds. This would include a process for corrective actions if necessary. Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the architectural elevations, and lighting plans to the City to verify compliance with this measure.	Project applicant	Prior to issuance of plan approval or building permit	City of Folsom Community Development Department	
<b>Cultural and Tribal Cultural Resources</b>					
3A.5-1a (Addendum)	<b>Comply with the Programmatic Agreement.</b> The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	Project applicant	During all construction phases	City of Folsom Community Development Department; U.S. Army Core of Engineers	
3A.5-1b (Addendum)	<b>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.</b> 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 California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>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 oversight agency, shall perform the following actions:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ The identification of any 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.</li> <li>▶ For each resource that is determined eligible for the CRHR, the applicable agency or the 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.</li> <li>▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.</li> <li>▶ Where impacts cannot be avoided, the applicable agency or the 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</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>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.</p> <ul style="list-style-type: none"> <li>▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the 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.</li> <li>▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
3A.5-2 (Addendum)	<p><b>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.</b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.</li> <li>▶ 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</li> </ul>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Core of Engineers	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>discovery of as-yet-unknown cultural resources, the 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> <p>► 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> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the 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>The applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>In the event that unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <li>▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</li> <li>▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</li> </ul> <p>The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
3A.5-3 (Addendum)	<p><b>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</b></p> <p>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 applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner</p>	Project applicant	During all grounddisturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>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 applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</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 Most Likely Descendant shall be followed. The 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 Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by 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 applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinternment document with the county.</li> </ul> <p>The 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 Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site.</p>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The 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 Most Likely Descendant 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 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>The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
V-1 (Backbone Infrastructure IS/MND)	<p><b>Comply with the Applicable Procedures in the FAPA and Implementation of Applicable Historic Property Treatment Plans.</b> The FAPA provides a management framework for identifying historic properties and historical resources, determining adverse effects, and resolving those adverse effects with appropriate mitigation.</p> <p>Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans (HPTPs) with regard to mitigation for the individually eligible sites and contributing elements to the districts shall be provided to the Folsom Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:</p> <ul style="list-style-type: none"> <li>▶ Historic American Engineering Record documentation of the Keefe-McDerby Mine Ditch (P-34-1475) and Rhoades' Branch Ditch (P-34-1742): <ul style="list-style-type: none"> <li>▪ In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the HAER program. Consultation with the NPS will be initiated through the submission of the DPR site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of</li> </ul> </li> </ul>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, and during all construction activities for any project phase.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>documentation stipulated by the NPS shall be implemented and all documentation will be approved by the USACE and NPS prior to ground-disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the revised cultural context statement for the FPASP area via the Historic Property Synthesis report. A non-archival set of the final documentation shall be submitted to the City.</p> <ul style="list-style-type: none"> <li>▶ Data recovery excavations of sites P-34-4612, -1746, -1788, -1910, 1911, -4714, and -2166: <ul style="list-style-type: none"> <li>▪ Data recovery shall follow the standards and guidelines in the HPTP and shall include at least 4 1m-x-1m excavation units. The results of the data recovery, including results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City.</li> </ul> </li> <li>▶ Documentation of White Rock Road, P-34-1555: <ul style="list-style-type: none"> <li>▪ Documentation shall consist of focused archival research, field photography, videography, and mapping, extensive enough to capture the setting, alignment, and association with adjacent features. Copies of the documentation shall be submitted to the City.</li> </ul> </li> <li>▶ Landscape Mapping of Districts: <ul style="list-style-type: none"> <li>▪ Low level aerial photography and topographic mapping of the districts within the entire APE will be completed, which includes both contributing and non-contributing elements. Color multiband digital photography will be collected at or better than 0.5-foot pixel resolution, equating to 1"=100' scale in traditional imagery. Topographic data was already acquired for most of the districts by aircraft-mounted LIDAR equipment with an approximate ground point spacing of better than one meter, allowing for the creation of one-foot contours at 1"=100' scale, which fulfills the National Mapping Accuracy Standards. The digital aerial photographs and topographic data will be incorporated into a Geographic Information System database with the ACCMD boundaries delineated, as established below. Preservation and archiving of digital imagery and topographic data shall be carried out in</li> </ul> </li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>accordance with the requirements of Attachment G of the PHPS (Westwood et al. 2011).</p> <p>The district boundaries will be permanently established and mapped to establish permanent boundaries for the district within the APE with sub-meter accuracy. The verification will define the boundaries of the district within the APE using an updated DPR 523A (Primary Record) form, color photography, and a district-level plan map. The feature records for each element of the district will be updated to reflect the new mapping data.</p> <ul style="list-style-type: none"> <li>▶ Geoarchaeological monitoring: <ul style="list-style-type: none"> <li>▪ Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately 5 feet) below soil formations known as the T-2 terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Once subsurface disturbance extends beyond 1.5 meters below surface, monitoring is no longer needed.</li> </ul> </li> </ul> <p>A confidential map showing the locations of required monitoring has been submitted to the City. The City shall apply a map condition that requires geoarchaeological monitoring in those locations only, and proof of compliance is a copy of the monitoring report submitted to the City.</p>				
V-2 (Backbone Infrastructure IS/MND)	<p><b>Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural or Paleontological Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</b> Before the start of ground-disturbing activities, the project applicant(s) shall retain a qualified archaeologist (for cultural resources) and a qualified professional (for paleontological resources) to conduct training for all construction personnel involved with earthmoving activities, including the site superintendent, to inform them about the possibility of encountering buried cultural and paleontological resources (i.e., fossils), and inform them of the proper procedures should cultural or paleontological resources be encountered. Proof of the contractor awareness training shall be submitted to the Folsom Community Development Department in the form of a copy of training materials and the completed training attendance roster.</p>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Core of Engineers	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate 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 City shall require that the resource be treated with appropriate mitigation measures prior to work resuming, such as data recovery excavation or field documentation. The City of Folsom and USACE 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 and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>				
V-3 (Backbone Infrastructure IS/MND)	<p><b>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</b> In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure V-3 shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that</p>	Project applicant	During all grounddisturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). In addition, the site shall be recorded with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641).</p>				
<b>Geology and Soils</b>					
3A.7-1a (FPASP EIR/EIS)	<p><b>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.</b> Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ site preparation;</li> <li>▶ soil bearing capacity;</li> <li>▶ appropriate sources and types of fill;</li> <li>▶ potential need for soil amendments;</li> <li>▶ road, pavement, and parking areas;</li> <li>▶ structural foundations, including retaining-wall design;</li> <li>▶ grading practices;</li> <li>▶ soil corrosion of concrete and steel;</li> <li>▶ erosion/winterization;</li> </ul>	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ seismic ground shaking;</li> <li>▶ liquefaction; and</li> <li>▶ expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>				
3A.7-1b (FPASP EIR/EIS)	<p><b>Monitor Earthwork during Earthmoving Activities.</b> All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</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>	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	
3A.7-3 (FPASP EIR/EIS)	<p><b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</b> Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p>	Project applicant	Before the start of construction activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.</p> <p>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</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> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.7-5 (FPASP EIR/EIS)	<b>Divert Seasonal Water Flows Away from Building Foundations.</b> The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.	Project applicant	Before and during earthmoving activities.	City of Folsom Community Development Department	
3A.7-10 (FPASP EIR/EIS)	<p><b>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</b></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any project phase in the lone or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</li> <li>▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</li> </ul> <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., Sacramento County).</p>	Project applicant	During earthmoving activities in the lone and Mehrten Formations.	City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
VI-1 (Backbone Infrastructure IS/MND)	<p><b>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.</b> Prior to the start of construction activities, the project applicant(s) for the south of US 50 backbone and US 50 crossings improvements shall hire a licensed geotechnical engineer to prepare final, site-specific geotechnical subsurface investigation report(s), which shall be submitted for review and approval to the Folsom Environmental and Water Resources Department and the Community Development Department. The final geotechnical engineering report(s) shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul> <p>The portion of Alder Creek that the sewer pipeline will cross shall be evaluated for slope stability. In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation design for water storage tanks and booster pump stations that are consistent with the California Building Code (CBC). Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of the structural foundations for the booster pump station and the water storage tanks shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
VI-3 (Backbone Infrastructure IS/MND)	<b>Monitor Earthwork during Earthmoving Activities.</b> Prior to initiation of ground disturbance, a geotechnical engineer shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The monitoring program shall be subject to review and approval by the Folsom Community Development Department.	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	
VI-5(a) (Backbone Infrastructure IS/MND)	<b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</b> Prior to issuance of grading permits, the project applicant(s) constructing portions of the backbone infrastructure shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with backbone construction.  Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately one foot.	Project applicant	Before the start of construction activities.	City of Folsom Community Development Department	
VI-5(b) (Backbone Infrastructure IS/MND)	<b>Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road.</b> Prior to issuance of grading permits for the detention basin west of Prairie City Road, the project applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin construction.  Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could	Project applicant	Before the start of construction activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately one foot.				
<b>Greenhouse Gas Emissions and Climate Change</b>					
3A.4-1 (FPASP EIR/EIS)	<p><b>Implement Additional Measures to Control Construction-Generated GHG Emissions.</b></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</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</p>	Project applicant	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO<sub>x</sub>] 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).</li> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ 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.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▶ 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).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).</p> <ul style="list-style-type: none"> <li>► Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
3A.4-2b (FPASP EIR/EIS)	<p><b>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</b> 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</p> <p>the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program</p>	Project applicant	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	(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.				
VII-1 (Backbone Infrastructure IS/MND)	<p><b>Implement Greenhouse Gas Reduction Measures.</b> Prior to releasing a request for bid to contractors for construction of the proposed project, the project applicant shall stipulate that, at a minimum, the following SMAQMD GHG reduction measures be implemented in the respective request for bid, as well as the subsequent construction contract with the selected primary contractor:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ Reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ Perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ Train equipment operators in proper use of equipment;</li> <li>▪ Use the proper size of equipment for the job; and</li> <li>▪ Use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▶ Use a CARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of NO<sub>x</sub> from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from CARB's Low Carbon Fuel Standard Program.</li> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ Reduce electricity use in the construction office, if applicable, by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</li> <li>▶ Recycle non-hazardous construction and demolition debris (goal of at least 75 percent by weight).</li> </ul>	Project applicant and project contractor	Before approval of building permits and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ 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).</li> <li>▶ Develop a SMAQMD-approved plan to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</li> </ul> <p>If the above-listed SMAQMD GHG reduction measures are determined to be infeasible by the project applicant, the applicant shall submit to SMAQMD a report that substantiates why specific measures are considered infeasible for construction of the proposed project. The report, including the substantiation for not implementing particular GHG reduction measures, shall be subject to review and approval by SMAQMD prior to initiating construction.</p>				
<b>Hazards and Hazardous Materials</b>					
3A.8-2 (FPASP EIR/EIS)	<p><b>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</b> The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found</p>	Project applicant	Before and during earth moving activities	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> <li>▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</li> <li>▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.</li> <li>▶ Obtain an assessment conducted by PG&amp;E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act</li> </ul>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>under the authority of the Sacramento County Environmental Health Department.</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., Sacramento County).</p>				
3A.8-5 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster</b> To reduce the potential for accidental injury or death related to blasting, contractors whose work in the SPA will include blasting shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to project applicant(s) of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> <li>▶ storage locations that meet ATF standards contained in 27 CFR Part 55;</li> <li>▶ safety requirements for workers (e.g., daily safety meetings, personal protective equipment);</li> <li>▶ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and</li> <li>▶ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings).</li> </ul> <p>Upon completion of a blasting safety plan, the project applicant(s) shall secure any required permits from the City of Folsom Fire Department and the El Dorado County Sheriff's Department for blasting activities in Sacramento County and El Dorado County, respectively.</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 County).</p>	Project applicant and project contractor	At the submission of tentative map applications.	City of Folsom Fire Department	
3A.8-6 (FPASP EIR/EIS)	<p><b>Prudent Avoidance and Notification of EMF Exposure.</b> Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the</p>	Project applicant	At the submission of tentative map applications.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.				
3A.8-7 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</b> To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> <li>▶ Description of the project.</li> <li>▶ Description of detention basins and all water features and facilities that would control on-site water levels.</li> <li>▶ Goals of the plan.</li> <li>▶ Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> <li>▪ BMPs that would implemented on-site;</li> <li>▪ public education and awareness;</li> <li>▪ sanitary methods used (e.g., disposal of garbage);</li> <li>▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</li> </ul> </li> </ul>	Project applicant	Before issuance of grading permits for the project water features.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▪ stormwater management (consistent with Stormwater Management Plan).</li> <li>▶ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).</li> </ul> <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▶ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</li> <li>▶ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</li> <li>▶ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;</li> <li>▶ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</li> <li>▶ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</li> <li>▶ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and</li> <li>▶ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).</li> </ul> <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<b>Hydrology and Water Quality</b>					
3A.9-1 (FPASP EIR/EIS)	<p><b>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</b> Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▶ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</li> <li>▶ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>▶ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</li> <li>▶ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and</li> </ul>	Project applicant	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> <li>▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.</li> <li>▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</li> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</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>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.9-2 (FPASP EIR/EIS)	<p><b>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</b></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>▶ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;</li> <li>▶ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;</li> <li>▶ a description of the proposed maintenance program for the on-site drainage system;</li> <li>▶ project-specific standards for installing drainage systems;</li> <li>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</li> </ul> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▶ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]);</li> </ul>	Project applicant	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>impervious surfaces disconnection; and trees planted to intercept stormwater);</p> <ul style="list-style-type: none"> <li>▶ enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>▶ bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</li> <li>▶ minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>▶ minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an <math>E_p</math> of <math>1 \pm 10\%</math> or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</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 El Dorado County.</p>				
3A.9-3 (FPASP EIR/EIS)	<p><b>Develop and Implement a BMP and Water Quality Maintenance Plan.</b></p> <p>Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with</p>	Project applicant	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation	City of Folsom Community Development Department and Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).</li> <li>▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</li> <li>▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.</li> <li>▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> <li>▪ surface swales;</li> <li>▪ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>▪ impervious surfaces disconnection; and</li> <li>▪ trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4"</p>		throughout project construction.		



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>(SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</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 El Dorado County and Caltrans.</p>				
3A.9-4 (FPASP EIR/EIS)	<p><b>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</b> Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.</p>	Project applicant	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Public Works Department	
IX-1 (Backbone Infrastructure IS/MND)	<p><b>Obtain MPDES Construction General Permit.</b> Prior to issuance of grading permits, the applicant(s) shall obtain an NPDES Construction General Permit from the Central Valley Regional Water Quality Control Board. The permit is required to control both construction and operation activities that may adversely affect water quality. To obtain coverage under this General Permit, the appropriate Legally Responsible Person (LRP) must electronically file Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), a SWPPP, and other documents required by the General Permit, and mail the appropriate permit fee to the SWRCB. In addition, a Risk Level Assessment shall be completed in accordance with SWRCB Order No. 2009-0009-DWQ. The SWPPP shall describe the erosion and sediment controls using BMPs and Best Available Technologies (BATs). The SWPPP shall also include means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control. Typical BMPs that could be used during construction of the proposed projects include, but are not limited to temporary facilities such</p>	Project applicant	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	as straw wattles and sandbags. Temporary facilities will capture a majority of the siltation resulting from construction activities prior to discharging into existing natural channels. The construction contractor shall be required to comply with the permit and implement, monitor, and maintain all BMPs during construction to ensure they function properly for review and approval of the City Engineer.				
<b>Noise and Vibration</b>					
3A.11-1 (FPASP EIR/EIS)	<p><b>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <li>▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ 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.</li> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned</li> </ul>	Project applicant	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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).</li> <li>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> <li>▶ 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.</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.11-3 (FPASP EIR/EIS)	<p><b>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</b></p> <ul style="list-style-type: none"> <li>▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.</li> <li>▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.</li> <li>▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.</li> <li>▶ 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.</li> <li>▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.</li> </ul>	Project applicant	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento	City of Folsom Community Development Department	
3A.11-4 (FPASP EIR/EIS)	<p><b>Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.</b> 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"> <li>▶ Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).</li> <li>▶ 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</li> </ul>	Project applicant	Before submittal of improvement plans for each project phase.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>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:</p> <ul style="list-style-type: none"> <li>▪ limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;</li> <li>▪ constructing exterior sound walls;</li> <li>▪ constructing barrier walls and/or berms with vegetation;</li> <li>▪ using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,</li> <li>▪ using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).</li> </ul>				
3A.11-5 (FPASP EIR/EIS)	<p><b>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</b> 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"> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this</li> </ul>	Project applicant	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</p> <p>► Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</p>				
4.13-1 (Addendum)	<b>Truck Passby Sound Attenuation Measures.</b> Windows on the northern façade of the hospital shall be upgraded to STC 35 or; heavy trucks should not utilize the drive aisle located immediately north of the hospital during nighttime hours.	Project applicant	Prior to building occupancy	City of Folsom Community Development Department	
4.13-2 (Addendum)	<b>Loading Dock Sound Attenuation Measure.</b> Noise sensitive areas of the hospital are located directly adjacent to the loading dock area, windows on the western façade of the hospital within 100 feet of the loading docks shall be upgraded to STC 35.	Project applicant	Prior to building occupancy	City of Folsom Community Development Department	
4.13-3 (Addendum)	<b>Central Plant Sound Attenuation Measure.</b> Ensure that the central plan building provides at least 50 dB of sound attenuation in the 63 to 4,000 Hertz frequency bands through building design/configuration and/or by using certain construction materials.	Project applicant	Prior to building occupancy	City of Folsom Community Development Department	
<b>Public Services</b>					
3A.14-1 (FPASP EIR/EIS)	<b>Prepare and Implement a Construction Traffic Control Plan.</b> The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued	Project applicant	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</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 and Caltrans).</p>				
3A.14-2 (FPASP EIR/EIS)	<p><b>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</b> To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p>	Project applicant	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
3A.14-3 (FPASP EIR/EIS)	<p><b>Incorporate Fire Flow Requirements into Project Designs.</b> The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Project applicant	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<b>Traffic and Transportation</b>					
3A.15-1a (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</b> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department	
3A.15-1b (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department	
3A.15-1c (FPASP EIR/EIS)	<b>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	
3A.15-1e (FPASP EIR/EIS)	<b>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</b> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-1f (FPASP EIR/EIS)	<b>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</b> To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	Project applicant; City of Folsom Public Works Department	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	
3A.15-1h (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</b> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	Project applicant; Sacramento County Public Works Department and Caltrans	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	
3A.15-1i (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</b> Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency	Project applicant; Sacramento County Public Works Department	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).				
3A.15-1j (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</b> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Sacramento County Public Works Department	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	Sacramento County Public Works Department	
3A.15-1l (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</b> To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	Project applicant; El Dorado County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-1o (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4).</b> Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	
3A.15-1p (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</b> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).	Project applicant; Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	
3A.15-1q (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project.	Caltrans	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project	Caltrans	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).		is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.		
3A.15-1r (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	
3A.15-1s (FPASP EIR/EIS)	<p><b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	

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3A.15-1u (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	
3A.15-1v (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	Project applicant; City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	
3A.15-1w (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-1x (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	
3A.15-1y (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-1z (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.  The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-1aa (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-1dd (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-1ee (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-1ff (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane	Project applicant; City of Folsom Public Works Department and Sacramento	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom Public Works Department and Sacramento County	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	County Department of Transportation	determine during which project phase the improvement should be built.	Department of Transportation	
3A.15-1gg (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	
3A.15-1hh (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Project applicant; City of Folsom Public Works Department and Sacramento County Department of Transportation	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation	
3A.15-1ii (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Project applicant; Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-2a (FPASP EIR/EIS)	Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	Project applicant; City of Folsom; Regional Transit	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	
3A.15-2b (FPASP EIR/EIS)	<b>Participate in the City's Transportation System Management Fee Program.</b> The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Project applicant; City of Folsom	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-2c (FPASP EIR/EIS)	<b>Participate with the 50 Corridor Transportation Management Association.</b> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Project applicant; 50 Corridor Transportation Management Association	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-3 (FPASP EIR/EIS)	<b>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</b> In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	Project applicant; City of Folsom	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4a (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-4b (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</b> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-4c (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</b> To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-4d (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</b> To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.		the improvement should be built.		
3A.15-4e (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</b> To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-4f (FPASP EIR/EIS)	<b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</b> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	
3A.15-4g (FPASP EIR/EIS)	<b>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</b> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Project applicant; City of Folsom Public Works Department	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4i (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</b> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4j (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</b> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4k (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</b> To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	

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

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).				
3A.15-4n (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</b> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4o (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</b> To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4p (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</b> To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4q (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4r (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4s (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).				
3A.15-4t (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</b> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4u (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</b> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4v (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</b> To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4w (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</b> To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
3A.15-4x (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-4y (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Sacramento County Department of Transportation.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	
XVI-1 (Backbone Infrastructure IS/MND)	<b>Prepare and Implement a Construction Traffic Control Plan.</b> The project applicant(s) shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the City of Folsom Public Works Department or Caltrans for review and approval prior to the approval of all project plans or permits, for all improvements where implementation may cause impacts on traffic along roadways within their respective areas of jurisdiction. The traffic control plan shall, at minimum, include the following measures: <ul style="list-style-type: none"> <li>▶ Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>▶ Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>▶ Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7:00 AM to 8:00 AM and 5:00 PM to 6:00 PM on weekdays).</li> </ul>	Project applicant	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ The City shall provide a minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. The notice shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>▶ The City, in cooperation with the contractor(s), shall provide a phone number and community contact for inquiries about the schedule of the construction of the south of US 50 backbone infrastructure throughout the construction period. The information will be posted in a local newspaper, on the City's web site, or at City Hall and will be updated on a monthly basis.</li> <li>▶ To the extent practical, the City shall maximize opportunities for coordinated construction and installation of the conveyance pipeline with other planned roadway improvement projects.</li> </ul>				
3A.14-1 (Eagle Environmental Document)	<p><b>Prepare and Implement a Construction Traffic Control Plan (refinement of EIR/EIS measure).</b> Before the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> <li>▶ description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns;</li> <li>▶ description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage;</li> <li>▶ description of street closures and/or bicycle and pedestrian facility closures including: duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control; and</li> <li>▶ description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</li> </ul>	Project applicant	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.16-1 (Eagle Environmental Document)	<b>East Bidwell Street/Iron Point Road.</b> The project applicant shall pay a fair share fee towards modifying the westbound approach to include three left-turn lanes, two through lanes, and one right-turn lane at the Iron Point Road/East Bidwell Street intersection.	Project applicant	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when fair share funding should be paid.	City of Folsom Public Works Department	
3A.16-2 (Eagle Environmental Document)	<b>Scott Road/Easton Valley Parkway.</b> Project applicant shall pay a fair share fee towards improvements to the Scott Road/Easton Valley Parkway intersection: Provide right-of-way and add a channelized westbound right-turn lane.	Project applicant	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when fair share funding should be paid.	City of Folsom Public Works Department	
4.17-1 (Addendum)	<b>Participation in the Sacramento Council of Governments 50 Corridor Transportation Management Association.</b> During project operation, and consistent with Mitigation Measure 3A.15-2c listed above, the project applicant shall ensure on-going employer membership and participation by Dignity Health in the Sacramento Area Council of Governments (SACOG) 50 Corridor Transportation Management Association (U.S. 50 TMA). In addition, given that employee participation in the U.S. 50 TMA is voluntary, the project applicant shall be required to conduct biennial Dignity Health employee surveys to ensure that at a minimum a 4.5 percent reduction in VMT (or 1,525 daily VMT) is achieved and maintained as part of project operations. Dignity Health shall be responsible for implementing biennial Dignity Health employee surveys to gauge participation with the various employee benefits offered by the U.S. 50 TMA. In order to ensure that the necessary reduction in VMT is being reported and achieved, the surveys shall include questions from which VMT reduction estimates can be estimated (e.g., how many days per week do you take alternative modes of transportation to work? How far do you live from your site of employment? etc). Surveys and survey results shall be coordinated through and submitted to the U.S. 50 TMA, SACOG, and the City. If the required level of VMT reduction is not achieved, the City of Folsom shall work with Dignity Health and the TMA to identify other demand management related strategies to increase participation in the program and achieve the required reduction in VMT.	Project applicant	During project operation.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<b>Utilities and Service Systems</b>					
3A.16-1 (FPASP EIR/EIS)	<b>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</b> Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
3A.16-3 (FPASP EIR/EIS)	<b>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</b> The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
3A.18-1 (FPASP EIR/EIS)	<b>Submit Proof of Surface Water Supply Availability.</b> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.				
3A.18-2a (FPASP EIR/EIS)	<b>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b> Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
3A.18-2b (FPASP EIR/EIS)	<b>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</b> If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<b>Additional Measures</b>					
Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)	<b>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.</b> The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)	Quarry project applicant(s) and the City of Folsom.	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009, March, Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> <li>▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.</li> <li>▶ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:</p> <ul style="list-style-type: none"> <li>▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.</li> <li>▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:</li> <li>equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;</li> <li>use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;</li> <li>locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and</li> <li>develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.</li> </ul> <p>To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				
Cumulative Mitigation Measure NOISE-1-Land (FPASP EIR/EIS)	<p><b>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.</b> The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the</p>	Quarry project applicant(s) and the City of Folsom.	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.	City of Folsom Community Development Department	

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	<p>unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or</p>				

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	<p>increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> <li>▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.</li> <li>▶ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following: <ul style="list-style-type: none"> <li>▶ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).</li> <li>▶ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using</li> </ul> </li> </ul>				

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	<p>rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.</p> <ul style="list-style-type: none"> <li>▶ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> <li>▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks.</li> <li>▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic.</li> </ul> </li> </ul> <p>To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				

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