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## **CHAPTER 4**

### **MITIGATION MONITORING AND REPORTING PROGRAM**

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## **CHAPTER 4 MITIGATION MONITORING AND REPORTING PROGRAM**

### **4.1 INTRODUCTION**

Section 15097 of the Guidelines for the California Environmental Quality Act (CEQA) requires that, whenever a public agency approves a project based on a Mitigated Negative Declaration or an Environmental Impact Report (EIR), the public agency shall establish a mitigation monitoring or reporting program to ensure that all adopted mitigation measures are implemented.

The mitigation monitoring and reporting program (MMRP) contained herein is intended to satisfy this requirement of the CEQA Guidelines as it relates to the Fiddymont Ranch Specific Plan Amendment (SPA) 3 project. This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the Recirculated Draft Subsequent EIR prepared for the proposed project. The Draft EIR presents a detailed set of mitigation measures required for implementation. As noted above, the intent of the MMRP is to ensure the effective implementation and enforcement of all adopted mitigation measures. The MMRP will provide for monitoring of construction activities, as necessary, and in the field identification and resolution of environmental concerns.

In addition to the mitigation measures identified in the Draft EIR for this project, the Initial Study for this EIR identifies mitigation measures from the West Roseville Specific Plan (WRSP) EIR that are applicable to development within the Fiddymont Ranch SPA 3 project area. The City of Roseville adopted a Mitigation Monitoring Program (MMP) for the WRSP EIR mitigation measures in February 2004. That MMP is available for review at the City's website:

<http://www.roseville.ca.us/civicax/filebank/blobdload.aspx?blobid=17856>

The City of Roseville will continue to monitor implementation of the WRSP EIR mitigation measures in accordance with the adopted MMP.

### **4.2 MITIGATION MONITORING AND REPORTING PROGRAM DESCRIPTION**

#### **Compliance**

The City of Roseville will coordinate monitoring activities and document the implementation of mitigation measures. The table below identifies each mitigation measure and the associated monitoring actions, implementing entities, responsible parties for monitoring actions, and timing of mitigation actions. The entity identified as having implementing responsibility has the primary duty to execute the mitigation measures. The "applicant" shall refer to the entity seeking entitlements for development in the project area. In some instances this may require contracting for specialized consultant services. In instances where the implementing responsibility is shared between the City and construction contractors, the City would be responsible for monitoring actions to ensure that the mitigation requirements are implemented.

#### **Field Monitoring of Mitigation Measures**

City staff will be responsible for ensuring compliance with mitigation monitoring applicable to project design phase as stipulated in the table below. City staff shall verify that the required project designs are reflected in tentative maps, grading plans, improvement plans, and building

plans prior to approval of these maps and plans, as appropriate based on the specific requirements of each mitigation measure.

During construction and following implementation of proposed development projects within the Fiddymment Ranch SPA 3 project area, the City's Development Services Department will assign inspectors who will be responsible for monitoring implementation of mitigation measures. The inspectors will report to the City's Development Services Department and will be thoroughly familiar with the mitigation measures in the MMRP. In addition, the inspectors will be familiar with construction contract requirements, schedules, standard construction practices, and mitigation techniques. The City will be responsible for on-site, day-to-day monitoring of construction activities, reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures. The City will also have the authority to enforce mitigation measures by suspending particular construction activities.

Once construction has been completed, the City will monitor ongoing implementation of mitigation measures as described in the table below.

If any mitigation measures are not being implemented, the City may pursue corrective action. Penalties that may be applied include, but are not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) criminal prosecution and/or administrative fines; (6) forfeiture of security bonds or other guarantees; (7) revocation of permits or other entitlements.

### **Changes to Mitigation Measures**

Any substantive change in the monitoring plan made by City Staff shall be reported in writing to the City's Planning Division. Modifications to the mitigation may be made by City staff subject to one of the following findings, documented by evidence included in the record:

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

Or

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

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

### 4.3 MITIGATION MONITORING AND REPORTING PROGRAM

The table presented on the following pages provides the MMRP for the proposed project. The MMRP identifies the following:

1. an explanation of each impact by issue area, summarized as an impact statement;
2. the full text of the mitigation measure(s) applicable to each impact statement;
3. the method and/or process by which the mitigation measure will be implemented;
4. the timing of implementation of each mitigation measure; and
5. the party responsible for ensuring implementation of each mitigation measure.

Following completion of the monitoring and reporting process, the final monitoring results will be recorded and incorporated into the project's final environmental record maintained by the City's Development Services Department.

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Impact	Mitigation Measure	Implementation	Timing	Reviewing Party
<i>Land Use</i>				
4.2: Conflict with Local and/or Regional Land Use Plans and Policies Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	Various mitigation measures identified throughout chapters 5 through 11.			
<i>Transportation and Circulation</i>				
5.1: Increased Traffic Volumes Through City of Roseville Intersections Under Existing Plus Project Conditions	5.1a: Applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch Specific Plan Amendment 3 project shall pay fair share costs for intersection improvements identified in the City's current Capital Improvement Program at the following locations: <ul style="list-style-type: none"> <li>◆ Blue Oaks Boulevard and Foothills Boulevard; and</li> <li>◆ Baseline Road and Fiddyment Road.</li> </ul>	The tentative map applicant(s) shall be responsible for paying fair share costs to the City of Roseville for intersection improvements, as specified in the City's Capital Improvement Program (CIP). The City of Roseville shall be responsible for allocating the collected fees toward the identified improvements in accordance with the CIP.	The fair share cost shall be paid at the time of tentative map approval. The fees paid shall be applied to the intersection improvements in accordance with the CIP.	The City of Roseville Development Services Department (DSD) shall ensure that fees are paid. The DSD staff shall continue to implement the CIP.
5.5: Increased Traffic Volumes through Intersections Within Placer County under Existing Plus Project Conditions	5.5a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Placer County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddyment Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements in Placer County: <ul style="list-style-type: none"> <li>◆ Walerga Road at PFE Road – construct second northbound and southbound through lanes</li> </ul>	The City of Roseville shall be responsible for negotiating with Placer County. If a funding agreement is in place at the time of tentative map approval(s), the tentative map applicant(s) shall be responsible for paying fair share costs for the improvements identified in Mitigation Measures 5.5a and 5.6a in accordance with such an agreement.	The City of Roseville shall initiate negotiations with Placer County within a reasonable time period after approval of the proposed project. If a funding agreement is in place at the time of tentative map approval(s), fees shall be paid at that time.	The City of Roseville shall initiate consultation with Placer County and shall ensure appropriate efforts are made at entering fair and reasonable funding arrangements and for providing logistical support to ensure fee payments are made subject to such an agreement.
5.6: Increased Traffic Volumes on Roadways Within Placer County under	5.6a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Placer County with the intention of achieving within a reasonable time period after approval of the proposed project, commitment for the provision of			

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Impact	Mitigation Measure	Implementation	Timing	Reviewing Party
Existing Plus Project Conditions	<p>adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymnt Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements in Placer County:</p> <ul style="list-style-type: none"> <li>◆ Walerga Road south of Baseline Road – construct additional northbound and southbound through lanes.</li> </ul>			
5.8: Increased Traffic Volumes on Roadways Within Sacramento County Under Existing Plus Project Conditions	<p>5.8a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sacramento County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymnt Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements in Sacramento County:</p> <ul style="list-style-type: none"> <li>◆ Watt Avenue south of Elverta Road – construct third northbound and southbound through lanes</li> </ul>	<p>The City of Roseville shall be responsible for negotiating with Sacramento County. If a funding agreement is in place at the time of tentative map approval(s), the tentative map applicant(s) shall be responsible for paying fair share costs for the improvements identified in Mitigation Measure 5.8a in accordance with such an agreement.</p>	<p>The City of Roseville shall initiate negotiations with Sacramento County within a reasonable time period after approval of the proposed project. If a funding agreement is in place at the time of tentative map approval(s), fees shall be paid at that time.</p>	<p>The City of Roseville shall initiate consultation with Sacramento County and shall ensure appropriate efforts are made at entering fair and reasonable funding arrangements and for providing logistical support to ensure fee payments are made subject to such an agreement.</p>
5.9: Increased Traffic Volumes through Intersections Within Sutter County Under Existing Plus Project Conditions	<p>5.9a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sutter County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymnt Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements in Sutter County:</p> <ul style="list-style-type: none"> <li>◆ Riego Road and Pleasant Grove North – construct separate eastbound and westbound turn lanes; and</li> <li>◆ Riego Road and Pleasant Grove South – construct separate eastbound and westbound turn lanes.</li> </ul>	<p>The City of Roseville shall be responsible for negotiating with Sutter County. If a funding agreement is in place at the time of tentative map approval(s), the tentative map applicant(s) shall be responsible for paying fair share costs for the improvements identified in Mitigation Measure 5.9a in accordance with such an agreement.</p>	<p>The City of Roseville shall initiate negotiations with Sutter County within a reasonable time period after approval of the proposed project. If a funding agreement is in place at the time of tentative map approval(s), fees shall be paid at that time.</p>	<p>The City of Roseville shall initiate consultation with Sutter County and shall ensure appropriate efforts are made at entering fair and reasonable funding arrangements and for providing logistical support to ensure fee payments are made subject to such an agreement.</p>

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Impact	Mitigation Measure	Implementation	Timing	Reviewing Party
5.12: Increased Traffic Volumes on State Highways Under Existing Plus Project Conditions	5.12a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Caltrans with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch SPA 3 project to provide for the construction of improvements along SR 65 consistent with the Mitigation Fee Act (Government Code, § 66000 et seq.).	The City of Roseville shall be responsible for negotiating with Caltrans. If a funding agreement is in place at the time of tentative map approval(s), the tentative map applicant(s) shall be responsible for paying fair share costs for improvements to SR 65 in accordance with such an agreement.	The City of Roseville shall initiate negotiations with Caltrans within a reasonable time period after approval of the proposed project. If a funding agreement is in place at the time of tentative map approval(s), fees shall be paid at that time.	The City of Roseville shall initiate consultation with Caltrans and shall ensure appropriate efforts are made at entering fair and reasonable funding arrangements and for providing logistical support to ensure fee payments are made subject to such an agreement.
5.13: Increased Traffic Volumes through City of Roseville Intersections under 2025 CIP Plus Project Conditions	5.13a: The City of Roseville shall modify the City's Capital Improvement Program to include the following improvements, and applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall pay fair share costs for these improvements: <ul style="list-style-type: none"> <li>◆ Junction Boulevard &amp; Country Club Drive – Construction of an exclusive northbound right turn lane;</li> <li>◆ Woodcreek Oaks Boulevard &amp; Baseline Road - Construction of double southbound left turn lanes;</li> <li>◆ Fiddymment Road &amp; Westhills Drive - Construction of double southbound left turn lanes and construction of double northbound left turn lanes;</li> <li>◆ Washington Boulevard &amp; Sawtell/Derek Place - Construction of a southbound left turn lane</li> </ul>	The City of Roseville shall be responsible for modifying the CIP to include the improvements listed in Mitigation Measure 5.13a. Applicants for tentative map approval within the project area shall be responsible for paying fair share funding to the City of Roseville in accordance with the CIP. The City of Roseville shall be responsible for implementing the CIP.	The City of Roseville shall modify the CIP within a reasonable time period after approval of the proposed project. Fair share funding payments shall be made at the time of tentative map approval.	The City of Roseville shall modify and continue to implement the CIP, including ensuring that required fees are paid.
5.17: Increased Traffic Volumes on State Highways under 2025 CIP Plus Project Conditions	5.17a: The City of Roseville and applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall implement Mitigation Measure 5.12a.	As identified for Mitigation Measure 5.12a.	As identified for Mitigation Measure 5.12a.	As identified for Mitigation Measure 5.12a.

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Impact	Mitigation Measure	Implementation	Timing	Reviewing Party
<i>Noise</i>				
6.2: Expose Future Sensitive Receptors Within The Project Site To Excessive Traffic Noise Levels	6.2a: Future residential development adjacent to Fiddymment Road, Blue Oaks Boulevard, Hayden Parkway, Crawford Parkway, and Holt Parkway shall include a property line sound wall to reduce traffic noise levels in compliance with the 60 dB L <sub>dn</sub> standard. If site conditions are such that base of wall, roadway centerline and building pads are all the same elevation, the required height of the sound walls adjacent to Fiddymment Road and Blue Oaks Boulevard is 8 feet and the required height of the sound walls adjacent to Hayden Parkway, Crawford Parkway, and Holt Parkway is 6 feet. This also assumes a typical setback of 75 feet from the roadway centerline to the barrier, and a setback of 20 to 25 feet from the barrier to the building façade. If site conditions are such that base of wall, roadway centerline and building pads are not all the same elevation, or the setbacks are significantly different than those assumed in the barrier analysis, an analysis of traffic noise barrier effectiveness shall be completed for each Fiddymment Ranch tentative map that includes residential development adjacent to these roadways. The analysis shall be conducted by a qualified acoustical consultant and shall specify the measures required to achieve compliance with the City of Roseville 60 dB L <sub>dn</sub> exterior noise level standard at the outdoor activity areas.	Future project applicants for residential developments in the specified locations shall be responsible for designing and constructing a property line sound wall meeting the standards set forth in Mitigation Measure 6.2a.	Sound wall design shall be included on building plans subject to City approval prior to issuance of building permits. Sound walls shall be constructed prior to issuance of occupancy permits.	The City of Roseville DSD staff shall review building plans and inspect completed sound walls.
<i>Air Quality</i>				
7.1: Generate Construction Related Emissions That Conflict with the Air Quality Plan or Violate Air Quality Standards	7.1a: Each prime contractor for future construction projects within the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall prepare a construction dust control plan for approval by the Placer County APCD prior to any ground disturbance. This plan shall address the minimum Administrative Requirements found in Section 400 of District Rule 228, Fugitive Dust ( <a href="http://www.placer.ca.gov/airpollution/airpolut.htm">www.placer.ca.gov/airpollution/airpolut.htm</a> ). Specific required components of the dust control plan include the following:  A. Control dust and prevent dirt from going offsite. Apply water to control dust as needed to prevent dust impacts off site. Operational water truck(s) shall be on site as required to control fugitive dust. Construction vehicles leaving the site	7.1a: Each prime contractor for future construction projects within the project area shall be responsible for preparing a construction dust control plan that meets the standards established in Mitigation Measure 7.1a. The Placer County APCD shall be responsible for reviewing and approving dust control plans. Prime contractors shall be responsible for implementing the approved	7.1a: The dust control plan shall be approved prior to issuance of grading permits and implemented throughout the entire duration of construction.	7.1a: The City of Roseville shall verify Placer County APCD approval of the dust control plan prior to issuance of grading permits and shall conduct periodic inspections during construction to ensure the plan is implemented.

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	<p>shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite. This includes the use of tarpaulins for haul trucks which travel on public streets.</p> <p>B. Cover all trucks delivering or exporting soil, sand, or other loose materials or ensure that all trucks hauling such materials maintain at least two feet of freeboard.</p> <p>C. Suspend grading operations when wind is sufficient to generate visible dust clouds, generally when wind speeds are greater than 20 miles per hour (mph) average during an hour.</p> <p>D. Pave, use gravel cover, or spray a dust control agent on all haul roads.</p> <p>E. Install sandbags or other erosion control measures to prevent silt runoff onto public roadways.</p> <p>F. Provide graveled, paved or grass-covered areas for construction employee vehicle parking.</p> <p>G. Institute measures to reduce wind erosion when site preparation is completed.</p> <p>H. Control dust from inactive areas. Apply approved chemical soil stabilizers, vegetative mats, or other appropriate best management practices to manufacturer's specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours).</p> <p>I. Control dust on unpaved roads and adjacent public thoroughfares. Spread soil binders on unpaved roads and employee/equipment parking areas and wet broom or wash streets if silt is carried over to adjacent public thoroughfares. Reduce speeds on unpaved roads to 15 mph or lower (this speed must be posted).</p> <p>J. Immediately following any mass grading phase, the following dust control measures shall be implemented:</p> <ul style="list-style-type: none"> <li>▪ Apply soil stabilizers or commence reestablishing ground cover to construction areas within 96 hours of completing grading activities;</li> <li>▪ Develop and implement a wind erosion monitoring</li> </ul>	<p>dust control plan.</p>		

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	<p>program for areas which will remain inactive for extended periods; this program should at a minimum provide for weekly monitoring of inactive sites to assess the effectiveness of wind erosion controls.</p> <p>7.1b: Each prime contractor for future construction projects within the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall provide a list of construction equipment and anticipated construction timeline for approval by PCAPCD. The prime contractor for each construction project shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. The construction timeline shall demonstrate that between May and October, the number of vehicles and equipment operating at the same time is minimized.</p> <p>Each prime contractor for future construction projects within the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall also provide a plan for approval by the District demonstrating that the heavy-duty (greater than 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate 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. To verify that the required reduction has been achieved, the project applicant or prime contractor shall complete the Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator, which shall be submitted to Placer County APCD for review and verification. The Construction Mitigation Calculator is available at the Sacramento Metropolitan Air Quality Management District's website:</p> <p><a href="http://www.airquality.org/ceqa/mitigation.shtml#construction">http://www.airquality.org/ceqa/mitigation.shtml#construction</a></p>	<p>7.1b: Using the Construction Emissions Mitigation calculator, the applicant shall be responsible for providing written calculations demonstrating that heavy-duty off-road vehicles used in construction achieve a project-wide fleet average of 20% of NOx reduction and 45% particulate reduction as compared to CARB's current year statewide fleet average emissions.</p>	<p>7.1b: Prior to approval of grading or improvement plans, whichever occurs first.</p>	<p>7.1b: The City of Roseville shall verify Placer County APCD approval of the construction equipment list, construction timeline, and Construction Emissions Mitigation calculator.</p>

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Impact	Mitigation Measure	Implementation	Timing	Reviewing Party
<p>7.2: Generate Emissions During Project Operation That Conflict with the Air Quality Plan or Violate Air Quality Standards</p>	<p>7.2a: Conditions of approval shall be adopted for each tentative map processed within the Fiddymment Ranch Specific Plan Amendment 3 project area requiring the following features in all development within each tentative map:</p> <ul style="list-style-type: none"> <li>A. Install only natural gas hookups in all new fireplaces. Wood-burning or pellet appliances shall not be permitted in any new dwelling units. Natural gas or propane burning appliances shall be clearly delineated on floor plans submitted with a Building Permit application.</li> <li>B. Install a natural gas outlet in the backyard of all new residences for gas-burning barbecues.</li> <li>C. Install low-NOx hot water heaters per Placer County APCD Rule 246.</li> <li>D. Use air conditioning units with an Ozone Destruction Catalyst.</li> <li>E. Provide natural gas lines or electrical outlets to all backyards to encourage use of natural gas or electric barbecues, as well as electric lawn equipment.</li> <li>F. Install Class I bicycle lockers along with bike racks in commercial sites.</li> <li>G. Include high-efficiency heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units.</li> <li>H. Include energy-efficient window glazing, wall insulation, and efficient ventilation methods on all new residential units.</li> </ul> <p>7.2b: Prior to issuance of building permits, the project applicant shall implement one or more of the following mitigation strategies. The mitigation shall be sufficient to offset the amount of summertime project operation emissions of ROG and NOx from one ozone season that exceed 10 pounds per day. The estimated amount that the mitigation must be sufficient to offset is 348.19 pounds per day of ROG and 147.89 pounds per day of NOx, a total of 496.08 pounds per day for a 182-day period (summer days).</p> <ul style="list-style-type: none"> <li>A. Establish mitigation offsite within west Placer County by participating in an offsite mitigation program, coordinated through the Placer County Air Pollution Control District. Examples include, but are not limited to participation in a</li> </ul>	<p>7.2a: The City of Roseville shall be responsible for adopting the conditions of approval set forth in Mitigation Measure 7.2a for each tentative map approved within the project area.</p> <p>7.2b: The project applicant shall be responsible for implementing one or more of the mitigation strategies set forth in Mitigation Measure 7.2b.</p>	<p>7.2a: At the time of tentative map approval.</p> <p>7.2b: Prior to issuance of building permits.</p>	<p>7.2a: The City of Roseville DSD shall ensure the conditions of approval are adopted.</p> <p>7.2b: The City of Roseville Development Services Department shall verify implementation of the selected mitigation strategy.</p>

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	<p>"Biomass" program that provides emissions benefits; retrofiting, repowering, or replacing heavy duty engines from mobile sources (i.e. busses, construction equipment, road haulers); or other program that the project proponent may propose to reduce emissions.</p> <p>B. Participate in the Placer County Air Pollution Control District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the project's contribution of pollutants (ROG and NOx) in excess of the cumulative threshold of 10 pounds per day during summertime. The payment shall be based on the established fee of \$17,080 per ton and shall be calculated based on a single year of summertime emissions (182-days). The actual amount to be paid shall be determined, and satisfied pursuant to current California Air Resource Board guidelines, at the time of building permit issuance.</p>			
<i>Climate Change</i>				
<p>8.1: Generate a Substantial Contribution to GHG Emissions that Conflict with an Applicable Plan or Policy</p>	<p>8.1a: Greenhouse gas emissions within the project area shall be reduced by including energy and water efficiency features and designs in each residential unit. All residential units within LDR areas of the Fiddymment Ranch Specific Plan Amendment 3 project site shall achieve a BuildItGreen score of 101; all residential units within MDR areas of the Fiddymment Ranch Specific Plan Amendment 3 project site shall achieve a BuildItGreen score of 97; and all residential units within HDR areas of the Fiddymment Ranch Specific Plan Amendment 3 project site shall achieve a BuildItGreen score of 105.</p> <p>8.1b: Each future applicant for tentative map approval shall demonstrate compliance with the proposed Water Conservation Plan for the Fiddymment Ranch SPA 3 project.</p>	<p>8.1a: Future project applicants shall be responsible for including energy and water efficiency features and designs in each residential unit and providing documentation demonstrating the measures are sufficient to achieve the specified BuildItGreen scores.</p> <p>8.1b: Applicants for tentative map approval shall be responsible for demonstrating compliance with the Water Conservation Plan.</p>	<p>8.1a: Prior to issuance of building permits.</p> <p>8.1b: Prior to tentative map approval.</p>	<p>8.1a: The City of Roseville Development Services Department shall review plans for compliance with the BuildItGreen scores specified in Mitigation Measure 8.1a.</p> <p>8.1b: The City of Roseville Development Services and Environmental Utilities Departments shall review tentative maps to evaluate project compliance with the Water Conservation Plan.</p>

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<i>Public Utilities – Wastewater Conveyance and Treatment</i>				
9B.3: Exceed Wastewater Treatment Capacity or Result in Physical Environmental Effects from Construction or Expansion of Wastewater Treatment Facilities	9B.3a: The project applicant shall participate financially through connection fees in the construction of additional wastewater treatment capacity sufficient to accommodate projected flows. The applicant shall also participate on a fair share basis in other financial mechanisms for any additional environmental review required to secure approvals necessary to increase wastewater discharges from the plant. It is recognized that the Fiddymont Ranch Specific Plan Amendment 3 applicant will rely on the City (on behalf of the SPWA partners) to construct regional treatment and regional transmission facilities needed to discharge treated wastewater flows from within the service area boundary. In the event the City is unable to obtain the appropriate permits (e.g. NPDES permit) or is unable to complete the required facility expansions, development within the service area boundary may continue until existing capacity has been exhausted, at which time any additional development will be curtailed until sufficient treatment and discharge capacity becomes available. Further, the applicant and/or the City, as appropriate, shall implement all relevant construction related mitigation measures for expansion of the plant listed in Appendix E6 of this Recirculated Draft Subsequent EIR and all water quality and aquatic resource mitigation measures applicable to this project as listed in Table 9B-1 of this EIR.	The project applicant shall be responsible for paying connection fees and participating on a fair share basis in other financial mechanisms as specified. The applicant and/or the City, as appropriate, shall be responsible for implementing all relevant construction-related mitigation measures listed in Table 9B-1 of the EIR in accordance with the Roseville Regional Wastewater Treatment Service Area Master Plan EIR MMP, which is available at the City's website: <a href="http://www.roseville.ca.us/civica/filebank/blobload.aspx?BlobID=5211">http://www.roseville.ca.us/civica/filebank/blobload.aspx?BlobID=5211</a>	Connection fees shall be paid prior to issuance of occupancy permits. Other costs shall be paid in accordance with any established funding agreements; typically fees would be paid at the time of tentative map approval, or another timing as specified in funding agreements. Measures related to construction of the wastewater treatment plant expansion will be implemented in accordance with the Master Plan EIR MMP.	The City of Roseville shall ensure that fees are paid as specified and shall ensure that the Master Plan EIR MMP is implemented during construction of the wastewater treatment plant expansion.
<i>Cumulative Impacts</i>				
11.8: Increased Traffic Volumes on State Highways Under 2025 Cumulative Plus Project Conditions	11.8a: If the City of Roseville has entered into an enforceable agreement with Caltrans regarding construction of transportation facilities and/or improvements to state facilities in the vicinity, the project applicant shall contribute project's fair share costs of the construction of improvements to I-80 and SR 65 at the time that building permits are issued.	If the City of Roseville has entered into an enforceable funding agreement with Caltrans as specified, the project applicant shall be responsible for contributing the project's fair share costs of improvements to I-80 and SR 65.	In accordance with any applicable funding agreements.	The City of Roseville shall provide logistical support to ensure fee payments are made in accordance with any applicable funding agreements.
11.9: Contribute to Cumulative Increases	11.9a: Future residential development adjacent to Fiddymont Road, Blue Oaks Boulevard, Hayden Parkway, Crawford	Future project applicants for residential developments in	Sound wall design shall be included on	The City of Roseville DSD staff shall review

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Impact	Mitigation Measure	Implementation	Timing	Reviewing Party
in Noise Levels	<p>Parkway, and Holt Parkway shall include a property line sound wall to reduce traffic noise levels in compliance with the 60 dB L<sub>dn</sub> standard. If site conditions are such that base of wall, roadway centerline and building pads are all the same elevation, the required height of the sound walls adjacent to Fiddymet Road and Blue Oaks Boulevard is 8 feet and the required height of the sound walls adjacent to Hayden Parkway, Crawford Parkway, and Holt Parkway is 6 feet. This also assumes a typical setback of 75 feet from the roadway centerline to the barrier, and a setback of 20 to 25 feet from the barrier to the building façade. If site conditions are such that base of wall, roadway centerline and building pads are not all the same elevation, or the setbacks are significantly different than those assumed in the barrier analysis, an analysis of traffic noise barrier effectiveness shall be completed for each Fiddymet Ranch tentative map that includes residential development adjacent to these roadways. The analysis shall be conducted by a qualified acoustical consultant and shall specify the measures required to achieve compliance with the City of Roseville 60 dB L<sub>dn</sub> exterior noise level standard at the outdoor activity areas. <i>(This measure is the same as Mitigation Measure 6.2a.)</i></p>	<p>the specified locations shall be responsible for designing and constructing a property line sound wall meeting the standards set forth in Mitigation Measure 11.9a.</p>	<p>improvement plans prior to improvement plan approval. Sound walls shall be constructed prior to issuance of occupancy permits.</p>	<p>improvement plans and inspect completed sound walls.</p>
<p>11.10: Result in a Cumulatively Considerable Net Increase of any Criteria for Which the Project Region is Non-Attainment Under an Applicable Federal or State Ambient Air Quality Standard</p>	<p>11.10a: Prior to issuance of building permits, the project applicant shall implement one or more of the following mitigation strategies. The mitigation shall be sufficient to offset the amount of summertime project operation emissions of ROG and NO<sub>x</sub> from one ozone season that exceed 10 pounds per day. The estimated amount that the mitigation must be sufficient to offset is 348.19 pounds per day of ROG and 147.89 pounds per day of NO<sub>x</sub>, a total of 496.08 pounds per day for a 182-day period (summer days).</p> <p>A. Establish mitigation offsite within west Placer County by participating in an offsite mitigation program, coordinated through the Placer County Air Pollution Control District. Examples include, but are not limited to participation in a "Biomass" program that provides emissions benefits; retrofitting, repowering, or replacing heavy duty engines from mobile sources (i.e. busses, construction equipment, road haulers); or other program that the project proponent may propose to reduce emissions.</p>	<p>The project applicant shall be responsible for implementing one or more of the mitigation strategies set forth in Mitigation Measure 11.10a.</p>	<p>Prior to issuance of building permits.</p>	<p>The City of Roseville Development Services Department shall verify implementation of the selected mitigation strategy.</p>

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	<p>B. Participate in the Placer County Air Pollution Control District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the project's contribution of pollutants (ROG and NOx) in excess of the cumulative threshold of 10 pounds per day during summertime. The payment shall be based on the established fee of \$17,080 per ton and shall be calculated based on a single year of summertime emissions (182-days). The actual amount to be paid shall be determined, and satisfied pursuant to current California Air Resource Board guidelines, at the time of building permit issuance. <i>(This measure is the same as Mitigation Measure 7.2b.)</i></p>			