

3 REVISIONS TO THE DRAFT SEIR

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

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

3.1 REVISIONS TO EXECUTIVE SUMMARY

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

Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. The project applicant(s) for ~~all project phases shall~~ any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the ~~FPASPA-SPA~~, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.

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

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

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

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

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

Enhanced Exhaust Control Practices

- The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20%~~percent~~ NOX reduction and 45%~~percent~~ particulate reduction compared to the most current California Air Resources Board (CARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40%~~percent~~ opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.

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

Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions. The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.

The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.

The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.

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

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

Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:

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

- These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.

Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

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

- Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.

Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

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

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

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

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

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

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

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

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

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

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

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

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

3.2 REVISIONS TO THE PROJECT DESCRIPTION

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

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

NCR 9: Management of Tribal Cultural Resources

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

NCR 10: Confidentiality of Tribal Cultural Resources

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

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

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

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

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

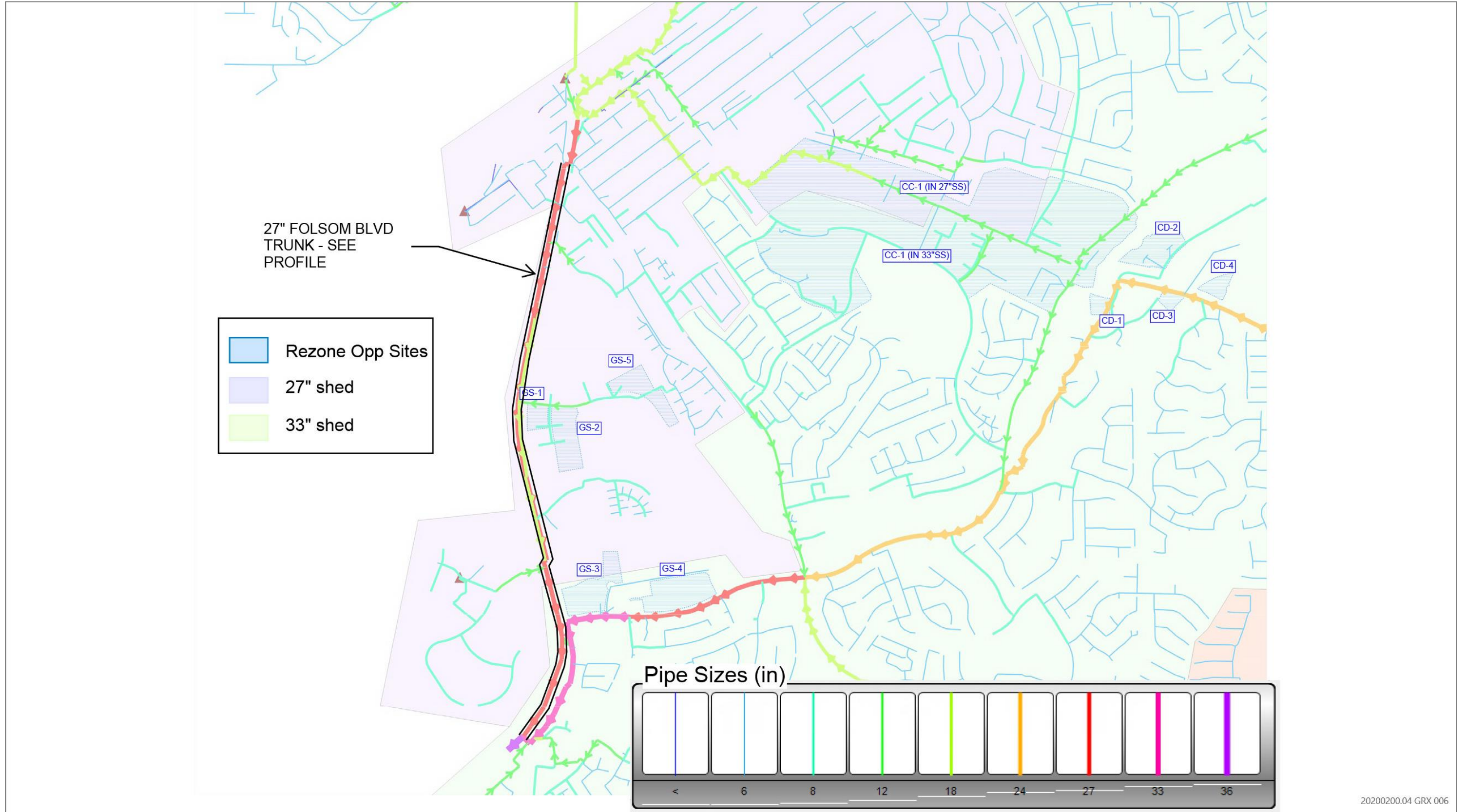
~~Continue to provide accessible, on-demand~~ Provide ADA-paratransit and/or on-demand transportation for ~~the elderly~~ seniors and persons with disabilities.

M 3.1.7 – Transit to Key Locations

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

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



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

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

3.3 REVISIONS TO SECTION 3.1 AESTHETICS

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

Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the ~~FPASP~~SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.

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

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

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

3.4 REVISIONS TO SECTION 3.2 AIR QUALITY

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

Enhanced Exhaust Control Practices

The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average ~~20% percent~~ NOX reduction and ~~45% percent~~ particulate reduction compared to the most current California Air Resources Board (CARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment,

equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% ~~percent~~ opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.

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

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

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

Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions. The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.

The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.

The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.

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

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

3.5 REVISIONS TO SECTION 3.3 CULTURAL AND TRIBAL CULTURAL RESOURCES

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

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

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

Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:

- ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

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

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

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

Pursuant to AB 52, the City sent letters inviting tribal consultation related to the project to four tribal representatives. As described above, UAIC responded to the consultation invitation from the City. Multiple locations within the project planning area were previously identified to have tribal cultural resources or as highly sensitive for tribal cultural resources as part of the original Folsom Plan Area Specific Plan EIR/EIS. However, approval of this project would not result in immediate impacts to tribal cultural resources because the project: 1) does not include ground-disturbing activities; 2) does not specifically authorize construction on any parcel; 3) does not change the footprint of parcels to be developed; 4) does not designate new open space areas; 5) does not change areas previously approved as open space into development areas; and 6) does not approve or deny specific development projects on the subject parcels where tribal cultural resources were identified.

It is possible that additional tribal cultural resources could be identified during analysis of subsequent projects. Implementation of projects contemplated in the proposed plan may require subsequent discretionary approvals and site-specific project-level analyses to fulfill CEQA requirements, which may include additional AB 52 consultation and identification of tribal cultural resources. Future development would be subject to state regulations as well as City requirements and policies to minimize impacts to tribal cultural resources. Table 3.3-3 includes existing state, and City regulations, in addition to policies from the 2035 General Plan and mitigation measures for development of the Folsom Plan Area that would protect tribal cultural resources. The table includes how each cited regulation would protect sensitive resources. In addition to the existing resources included in Table 3.3-3 the project would include two new Implementation Programs. The first is NCR 9: Management of Tribal Cultural Resources as part of General Plan Policy NCR 5.1.4. Implementation Program

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

Significance after Mitigation

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

3.6 REVISIONS TO SECTION 3.4 ENERGY

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

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

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

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

3.7 REVISIONS TO SECTION 3.7 NOISE AND VIBRATION

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

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

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

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

3.8 REVISIONS TO SECTION 3.9 PUBLIC SERVICES AND RECREATION

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

The Folsom Cordova Unified School District (FCUSD) has established school mitigation fees for residential development in Rancho Cordova and Folsom at \$7.38 and \$8.89 per square foot, respectively, and \$0.78 per square foot for commercial/industrial development (City of Folsom~~FCUSD~~ 2023).

These facilities would be constructed throughout the Folsom Plan Area and would be available to serve the increased need for public services under the project (City of Folsom ~~2014~~2022).

3.9 REVISIONS TO SECTION 3.10 TRANSPORTATION

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

No significant design hazard impacts were identified in the General Plan EIR. Future development under the project would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout prioritization ~~first~~ policy that would provide opportunities for improved safety. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a **less-than-significant** impact related to transportation hazards.

The project would include the addition of a roundabout prioritization ~~first~~ policy in the *City of Folsom General Plan*. Implementation of the roundabout prioritization ~~first~~ policy would involve the process of considering a roundabout for an intersection before any form of traffic control at an intersection and the potential construction of roundabout at an intersection.

3.10 REVISIONS TO SECTION 3.11 UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.11 REVISIONS TO THE CHAPTER 8, REFERENCES

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

- City of Folsom. ~~_____~~. 2015 (April). *Folsom Plan Area Specific Plan Community Design Guidelines*.
- Bay Area Air Quality Management District. ~~2022 (April) 2023~~. California Environmental Quality Act Air Quality Guidelines. Available: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed September 2023.
- ~~_____~~. 2023. *Advanced Clean Fleets Regulation*. Available: <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-drillage-truck-requirements#:~:text=Beginning%20January%201%2C%202023%2C%20drillage,the%20CARB%20drillage%20truck%20registry>. Accessed November 2023.
- Kimley-Horn. 2024 (~~April 9~~ ~~March 4~~). Draft Vehicle Miles Traveled Analysis Memorandum for the City of Folsom – SACOG Increasing Residential Densities Implementation.
- California Energy Commission. ~~2022 (May) 2021~~. *Draft 2022 Energy Code Multifamily and Nonresidential Compliance Manual*. Available: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>. Accessed September 2022.
- ~~_____~~. ~~2023~~. *2022 Integrated Energy Policy Report Update*. Available: <https://www.energy.ca.gov/datareports/reports/integrated-energy-policy-report/2022-integrated-energy-policy-report-update>. Accessed November 10, 2023.
- LillisLillies, Ryan. 2023 (September 26). Post-Covid boom: These are the fastest-growing cities in the Sacramento area and California. Published at the Sacramento Bee.
- ~~_____~~. ~~2022 (August 23)2011 (June)~~. Folsom Plan Area Specific Plan. Available: <https://www.folsom.ca.us/home/showpublisheddocument/1542/637994419769630000>
- City of Folsom. ~~_____~~. 2023. *About Us: Fire Stations Locations*. Available: <https://www.folsom.ca.us/government/fire/about-us/fire-station-locations>. Accessed August 23, 2023.
- Kimley-Horn. 2024~~3~~ (~~April~~ ~~November 13~~). Draft Vehicle Miles Traveled Analysis Memorandum for the City of Folsom – SACOG Increasing Residential Densities Implementation.
- Hillman, Rick. December 2023. Numbers provided by Police Chief during review of Administrative Draft SEIR. ~~—personal communication with Stephany Henry regarding recent public services numbers in December 2023.~~

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